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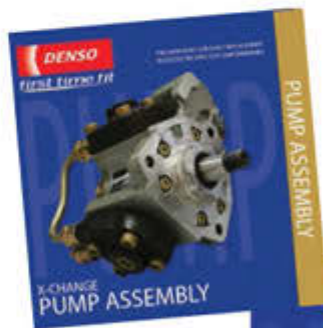
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Here's a look at 10 towns and cities nation-wide that offer the best of the best when it comes to 4WD adventure!



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DON'T MISS OUT!

Have you ever planned a trip to tackle a specific track, or visit a specific campsite only to find out that there's a whole heap more to see in the nearby region? No-one likes it when you're talking to a mate after a trip and they say "oh, did you go and check out so-and-so track while you were up there?" ... and you didn't.

That's the thing about touring, and planning trips to all those big name locations that everyone has on their to-do lists - it's really easy to miss the lesser known, but just as spectacular regions of an area, and especially when you've travelled a long way, the last thing you want to do is miss something worthwhile.

When we talk about iconic touring hotspots, more often than not it's in reference to something specific, something like, The Old Tele Track up in Cape York. So many people plan big trips around this single track, only to bypass other tracks that are just as fun and just as scenic. Of course, no one is suggesting that you don't tackle the Tele Track while you're up in the Cape - just make sure you don't miss out on all the other spectacular things you can get up to there!

This issue's major feature takes a look at the 10 best off-road hotspots in Australia. From Broome in WA, to Dargo in Victoria, we've picked the towns and cities that we reckon are the crème of the touring crop, and then gone into even more detail. The best tracks, the best campsites - it's all in there!

Also, you might remember a couple of issues back when we covered Jamie Benaud's Project 200 LandCruiser as a custom truck. I'm happy to announce that as of this issue, Jamie is contributing a regular column to Overlander that looks at his Project 200 build in detail - from the choice in 4WD right up to individual mods he's done to turn a stock standard 4WD into a tough-as-nails tourer. If you're planning on building up a new 4WD any time soon, then you won't want to miss a single one of these columns!

Also, this issue Andrew Leimroth from Berrima Diesel Services begins an all-new column that will provide you with all the expert information you need on modern diesel engines. From common-rail woes to performance chips and turbo upgrades, Andrew has a wealth of knowledge when it comes to diesel engines, and he's now here to share that knowledge with you!

Cheers,



Travis Annabel
Editor



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UPGRADE FROM A SWAG?

Hi Team,

For most of my time 4WDing and camping, I've used a swag for sleeping. Simply put, when I bought it, it was the most convenient way to camp – un-roll it, tie it down, and you're done. However, my trusty old swag has seen better days. The ratty strip of foam I sleep on could hardly be called a mattress anymore. Plus, I've got a family these days and would love to get them out there seeing the country the way I have been. What would you guys recommend as far as camping and sleeping gear goes given I have a family?

*Justin Morris
St. Marys, NSW*

Gday Justin,

You're right about swags offering a convenient form of camping. No-one would argue with the ease of setup and comfort they offer. These days, there's a huge range of different swags on offer including double swags that will comfortably sleep a couple, and smaller swags that are ideal for kids. That being said, if you ask me, a tent or a camper trailer are the best ways to camp with a family. There are plenty of quick-erect tents on offer, such as the OzTent RV range that literally take only 30 seconds to setup. They're convenient, and offer a heap more space for a family, plus it gives everyone a place to get changed in comfort

and privacy.

The other option is a camper trailer. Now campers obviously will set you back a bit more than a tent, and in some regards, they can restrict where you can go – but the convenience and comfort they offer, especially for a family, is second to none. They offer a heap more space than most tents, and a huge amount of additional storage to that of your 4WD. Plus, you get the added bonus of electrical systems, kitchens and even toilets and showers in some models!

*Hope this helps mate!
Trav*



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HIGHS AND LOWS



From Nundle to Lake St. Clair, the New England region of NSW has plenty to offer any keen 4WDer

WORDS BY TRAVIS ANNABEL
PHOTOS BY ROB CAMERIERE AND WES WHITWORTH



WHERE

Nundle, Lake St. Clair and Barrington Tops is located in the New England region of NSW, roughly 300-400km North – North-west of Sydney.

INFORMATION

This area is very scenic, and you'll want to be sure to take enough time to see everything that the region has to offer. Barrington Tops is the perfect place for those seeking to experience the Aussie wilderness to visit, with bushwalks, 4WDing and plenty of sensational scenery on offer.

Lake St. Clair is perfect for the water enthusiast, whether you want to let the family go for a swim, a fish or partake in a bit of boating or kayaking.

CAMPSITES

Lake St. Clair

Lake St. Clair offers plenty of water-based activities, as well as pristine water front camping. The Dam is stocked regularly with Bass, Golden and Silver Perch.

Devil's Hole Campground

Sitting at 1400m above sea level within the borders of the Barrington Tops National Park, Devil's Hole is one of Australia's highest campsites.

There's just something about the New England region of NSW that screams family touring. Unless you're planning to head

out towards the coast, there's nothing particularly too difficult in the way of 4WDing out here unless you get well and truly off the beaten path, but that doesn't detract from the area at all, because it's such a scenic location that you'll be more focused on looking out the window than worrying about shifting into low-range and gear selections.

We started this journey from the small, New England town of Nundle. You reach Nundle by turning off the New England Highway midway between the major population centres of Scone and Tamworth, and it's a run along the blacktop until you hit the town. Nundle itself is small enough to

be a quiet spot, but large enough that you'll find a few supplies and fuel at the General Store, and some typically sensational pies at the nearby café.

From Nundle, you'll head east along Nundle Road, which takes you up along the boundary of Hanging Rock State Forest. You'll eventually hit the dirt, and seeing as you'll be encountering a bit of steep terrain coming down the other side of this mountain range, you'd be wise to air down sooner rather than later, as you won't be hitting any blacktop again for a couple of days.

Eventually, Hanging Rock State Forest becomes Nundle State Forest, and it's about here that you'll want to turn onto the Scone-Nundle Road. This track will see you travelling through an absolutely picturesque valley that's begging for you to pull over every few kilometres for a happy snap or two. If you're

**AIR DOWN SOONER RATHER THAN
LATER, AS YOU WON'T BE HITTING
ANY BLACKTOP AGAIN FOR A
COUPLE OF DAYS**



Travelling through the New England region in the warmer months will yield the best results

WHAT TO TAKE

Depending on where you're camping, this can be a relatively easy trip. Especially in Barrington Tops however, the weather can get very cold very quickly, largely thanks to the altitude, so make sure you take warm clothing and cold weather gear, even if you're travelling in summer.

TRIP STANDARD

The majority of this trip is rated E to D. The Scone-Nundle Rd will see you experiencing a large number of water crossings. While most of these are easy to negotiate, they could become more treacherous after rain. In Barrington Tops, the main track, Barrington Forest Rd is classed as E. The tracks off this main route can vary from E to C grade, so be wary before tackling any of the side tracks.



Camping on the banks of Lake St. Clair brings new meaning to the term "sensational"!

travelling with the family, we'd certainly recommend switching off the in-cab DVD player and letting the kids enjoy the views this valley has to offer – green rolling hills, towering over the track that is unlike just about anything else you'll see in this region.

There's a tonne of water crossings along the Scone-Nundle Road as the track criss-crosses the Black River, and

then the Barnard River and Schofield's Creek. These crossings aren't difficult, even if, like us, you have a camper trailer in tow, but will still offer the kids a few cheap thrills. After a bit of rain, these crossings could get a bit more interesting, but when we were there, there was really nothing to worry about.

Just before you hit Moonan Flat, you won't be able to miss the signs directing

you towards Barrington Tops via the Barrington Forest Road. This track will see you climbing up to an altitude of around 1500m above sea level – that's right, we're talking about an area as high as the Vic High Country, smack bang in the middle of NSW – it even snows here!

Needless to say, you'll get some absolutely spectacular views as you climb up this track, and it's well worth

having the camera ready for a few snaps of the entire region from above.

Eventually, you'll pass signs depicting the borders of the Barrington Tops National Park. Barrington Forest Road remains well maintained throughout the National Park, and there's a number of attractions that you won't want to miss. In fact, the park is a bushwalker's paradise, with an excellent network of walking tracks begging to be explored. Perhaps the pick of the bushwalking tracks is the Polblue Swamp track, which while only short, will take you on a journey through the picturesque wetlands of the Barrington Tops Plateau.

There are also some spectacular

lookouts along the way, with Thunderbolts and Devil's Hole lookouts just off the Barrington Forest Road. These lookouts will again offer plenty of photo opportunities, so don't forget the camera.

Those looking for a bit of off-road adventure will find some low-range fun to be had along the Barrington Trail, which breaks off the Forest Road near Devil's Hole. This track will see you shifting into 4WD and experiencing everything from a bit of mud, to ruts and the occasional step-up or step-down. It also leads to the spectacular Junction Pools that is well worth a look, and the highest point in Barrington Tops, Carey's Peak, that will see you walking through

beautiful snow and mountain gums.

Setup camp at Devil's Hole when you're done exploring Barrington Tops – it's easily the most accessible campground, as it's just off the main Barrington Forest Road. It's a typical bush campsite, but also includes BBQ pits and drop toilets for convenience.

After spending the night in Barrington Tops, the next day will see you heading out along the same route that you came in, the Barrington Forest Road, with your destination being the sensational Lake St. Clair.

Back on the Scone-Nundle Road, head south. You'll head through the tiny town of Gundy, and west around lake

***THIS IS A SENSATIONAL SPOT FOR
A BIT OF BOATING SO IF YOU'VE
GOT A TINNY THEN MAKE SURE
YOU BRING IT ALONG!***

THINGS TO DO

Barrington Tops offers a number of incredibly scenic lookouts to experience. Make sure you don't miss out on the Polblue Swamp walk in the National Park, as it's easy but still well worth doing.

If you're camping on the banks of Lake St. Clair, make sure you remember your fishing gear, and if you have a tinny or kayaks, make sure you don't forget to bring them!

FUEL & SUPPLIES

There is fuel and supplies available from Nundle General Store. If coming from a different direction, the major population centres of Singleton and Gloucester have multiple supermarkets, service stations and mechanical repairers.

BEST TIME TO TRAVEL

Summer months.



There are a number of opportunities to engage low-range throughout Barrington Tops



There's nothing like breakfast by the water!



The view from the Thunderbolt Lookout in Barrington Tops offers an incredible look over the entire region

WE'RE TALKING ALTITUDE THAT MATCHES THE VIC HIGH COUNTRY, SMACK BANG IN THE MIDDLE OF NSW – IT EVEN SNOWS HERE!

Glenbawn before turning East towards Rouchel Brook. From there, it's along the Albano Road, and a few more water crossings, and then Bowman's Creek Road. Before hitting the town of Greenlands, which is just south of Lake St. Clair.

The Lake St. Clair Campgrounds are on the eastern side of the lake, and offer

heaps of space, as well as just about all the facilities you and your family will require. This truly is one of the best waterfront campsites you can take your family. Make sure you don't forget the fishing rods, as the lake is regularly stocked with Bass and Perch. It's also a sensational spot for a bit of boating or kayaking, so if you've got a

tinny then make sure you bring it!

The run from Nundle to Lake St. Clair is a sensational look at a unique part of NSW – from open lakeside camps, to rainforest and rolling green hills, you'll encounter a massive variety of terrain on this trip. The only question is whether or not you'll have enough time to see it all! ■



RESTRICTIONS AND PERMITS

Camping fees apply at most sites in this area.

Some sections of Barrington Tops is closed during winter due to snow and ice, so if you're travelling in the cooler months, make sure you check the status of tracks with NSW National Parks prior to departure.

KEY CONTACTS

SINGLETON COUNCIL

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OFF-ROAD CEN



AUSTRALIA'S **10** MOST SENSATIONAL 4WD HOTSPOTS

Few would argue that Australia is one of the world's premium off-road locations. There's such a huge amount of places to see and such a variety of climates, terrain and environments to explore.

Often, many people know of single tracks or single campgrounds that they have right at the top of their bucket list to experience, without knowing the true

Here's a look at 10 towns and cities nation-wide that offer the best of the best when it comes to 4WD adventure!

WORDS BY CAHN TURNER & TRAVIS ANNABEL PHOTOS BY OVERLANDER 4WD

TRAIL



range of activities tracks and campsites on offer in that region. All too often we hear of people who have driven halfway around the country to experience an iconic track such as the Tele Track in the Cape, while by-passing a whole host of other must-see spots.

In this article, we look at the ten best off-road hotspots in Australia. These are towns and cities that offer

a whole tonne more than just a single must-tackle track or must-see campground. These are places that you could spend week upon week exploring in your 4WD.

From Dargo in the Vic High Country to Broome in the Kimberley, here's Australia's ten best off-road hotspots, as well as the tracks and campgrounds you need to see when you're there!

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SCENERY: ★★★★★
VALUE: ★★★★★
ACTIVITIES: ★★★★★

SURPRISE CREEK FALLS

Litchfield National Park

SCENERY: ★★★★★
VALUE: ★★★★★
ACTIVITIES: ★★★★★



The most northern capital city of Australia, Darwin offers heaps of exciting 4WDing, with plenty of National Parks nearby. The legendary Kakadu National Park provides an amazing backdrop for 4WDing adventures with wetlands, rock

formations and waterfalls throughout, while Litchfield offers a less commercialised off-road adventure.

Make sure you have plenty of time to explore, because the amount of 4WDing within cooee of Darwin means you've got a lot to see!

TOP 3 TRACKS

REYNOLD'S RIVER TRACK

Litchfield National Park

DIFFICULTY: ★★★★★

MODS REQUIRED:



JIM JIM ROAD

Kakadu National Park

DIFFICULTY: ★★★★★

MODS REQUIRED:



GUNN POINT ROAD

Koolpinyah

DIFFICULTY: ★★★★★

MODS REQUIRED:



With views like this, it's no wonder that Kakadu is as popular a destination as it is

MAROOCHYDORE, QLD



The best of both worlds with mountainous inland tracks and incredible tropical islands!

Located just 100km north of Brisbane, Maroochydore is the gateway to the sensational South-East Queensland Coast. With Moreton Island to the south and Fraser to the North, you can flip a coin in the morning and start living on island time the same day. If you're after some low-range

tough tracks that threaten to swallow your truck whole – don't say we didn't warn you about the Glass House Mountains!

That's not to mention all the mainland beaches such as Teewah and Rainbow that are open to 4WDs – this place really is a coastal 4WDer's dream!

WITH MORETON ISLAND TO THE SOUTH AND FRASER TO THE NORTH, FLIP A COIN & START LIVING ON ISLAND TIME!

TOP 3 CAMPSITES

TEEWAH BEACH

Great Sandy National Park

SCENERY:



VALUE:



ACTIVITIES:



SANDY CAPE

Fraser Island

SCENERY:



VALUE:



ACTIVITIES:



THE WRECKS

Moreton Island

SCENERY:



VALUE:



ACTIVITIES:



The Glasshouse Mountains offers serious 4WDing with a spectacular backdrop

TOP THREE TRACKS

BIG RED TRACK

Glasshouse Mountains

DIFFICULTY:



MODS REQUIRED:



FRASER ISLAND

DIFFICULTY:



MODS REQUIRED:



MORETON ISLAND

DIFFICULTY:



MODS REQUIRED:



Coastal camping doesn't get much better than what South East Queensland has to offer



LITHGOW, NSW



There's simply no better 4WDing and camping so close to Sydney!

TOP THREE TRACKS

FIRETRUCK HILL

Lidsdale State Forest

DIFFICULTY: ★★★★★★

MODS REQUIRED:



MT. WALKER SUMMIT CLIMB

Lake Lyell

DIFFICULTY: ★★★★★★

MODS REQUIRED:



SPANISH STEPS

Newnes State Forest

DIFFICULTY: ★★★★★★

MODS REQUIRED:



Located two hours west of Sydney, Lithgow has a rich history and is surrounded by plenty of bushland, two ingredients which make it a perfect spot for 4WDing and camping. Throw on your muddies and pack a camera cos you're going to have plenty of opportunities to

show off your truck's capabilities, and grab some amazing scenic shots.

From the picturesque Lake Lyell and Cox's River, to the tough and unforgiving 4WD tracks of the Newnes Plateau, there's no shortage of adventure around Lithgow!

TOP 3 CAMPSITES

WOOLSHED FLATS

Turon River National Park

SCENERY: ★★★★★★

VALUE: ★★★★★★

ACTIVITIES: ★★★★★★

LAKE LYELL BANKS

Unmarked Bush Campsite

SCENERY: ★★★★★★

VALUE: ★★★★★★

ACTIVITIES: ★★★★★★

NEWNES CAMPGROUND

Wolgan Valley, Newnes

SCENERY: ★★★★★★

VALUE: ★★★★★★

ACTIVITIES: ★★★★★★



One of the toughest tracks around, the Mt. Walker Summit Climb requires a well prepared truck



The campground at Newnes offers plenty of space and a nearby ruined city to explore



BROOME, WA



The doorstep to one of the last, most remote parts of Australia – Get ready for tough remote touring!

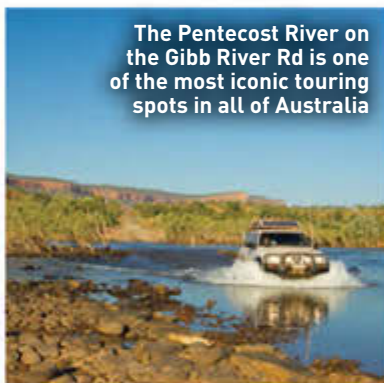
This is the Aussie wild west! Broome is the gateway to the Western Australia's spectacular Kimberley region. Up here you have some of the most remote and toughest 4WD tracks anywhere in Australia. The rewards are obvious – very few people,

spectacular scenery, unspoilt beaches and an absolutely huge tract of country to explore. From the Gibb River Road, to the sensational beaches on the Dampier Peninsula, Broome is one of the premier 4WDing hotspots anywhere in the world.

BROOME IS ONE OF THE PREMIER 4WDING HOTSPOTS ANYWHERE IN THE WORLD



West coast camping doesn't get much better than this!



The Pentecost River on the Gibb River Rd is one of the most iconic touring spots in all of Australia

TOP THREE TRACKS

GIBB RIVER ROAD

The Kimberley

DIFFICULTY: ★★★★★

MODS REQUIRED:



MUNJA TRACK

Mount Elizabeth Station

DIFFICULTY: ★★★★★

MODS REQUIRED:



TABLELANDS TRACK

Home Valley Station

DIFFICULTY: ★★★★★

MODS REQUIRED:



TOP 3 CAMPSITES

QUANDONG POINT

Dampier Peninsula

SCENERY: ★★★★★

VALUE: ★★★★★

ACTIVITIES: ★★★★★

CAPE LEVEQUE

Dampier Peninsula

SCENERY: ★★★★★

VALUE: ★★★★★

ACTIVITIES: ★★★★★

WINDJANA GORGE

Windjana Gorge National Park

SCENERY: ★★★★★

VALUE: ★★★★★

ACTIVITIES: ★★★★★



KARRATHA, WA



Karratha means 'good country' in the local Aboriginal language, and that's exactly what it is for 4WDers!

As the gateway to the fantastic Pilbara region of WA, Karratha offers a doorway to spectacular scenic views without the crowds. You can expect stunning waterfalls and gorges in the National Parks but you'll have to be prepared to slog through some long, rough 4WD tracks to find them. Or relax on one of the spectacular west coast beaches, it's your choice.

There's no shortage of spectacular scenery in this location that is predominantly known for mining



The wild Pilbara coastline needs to be seen to be believed



TOP THREE TRACKS

SKULL SPRINGS ROAD

Karlamilyi National Park

DIFFICULTY: ★★★★★

MODS REQUIRED:



COPPIN GAP ROAD

Coppin Gap

DIFFICULTY: ★★★★★

MODS REQUIRED:



GRAPHITE VALLEY TRACK

Karlamilyi National Park

DIFFICULTY: ★★★★★

MODS REQUIRED:



TOP 3 CAMPSITES

DALE'S GORGE CAMPSITE

Karijini National Park

SCENERY: ★★★★★

VALUE: ★★★★★

ACTIVITIES: ★★★★★

COOLBRO POOL CAMPSITE

Karlamilyi National Park

SCENERY: ★★★★★

VALUE: ★★★★★

ACTIVITIES: ★★★★★

CAPE KERAUDREN CAMPSITE

Pardoo

SCENERY: ★★★★★

VALUE: ★★★★★

ACTIVITIES: ★★★★★

GRANVILLE HARBOUR, TAS



With epic camping and 4WDing, this hotspot is your gateway to the infamous Tassie West Coast!

It's a well-known fact that the Tasmanian west coast is a wild wilderness, that is a sensational place to challenge your 4WD and your off-road driving skills. Granville Harbour is the gateway to this fantastic region, and is the perfect base to tackle such infamous tracks as the Balfour and Climes, while experience the amazing coast line.

Tassie really is unlike any other place in Australia, and the Granville Harbour region is the perfect place to experience this untamed part of the country.

TOP 3 CAMPSITES

GRANVILLE HARBOUR

SCENERY: ★★★★★
VALUE: ★★★★★
ACTIVITIES: ★★★★★

LAKE MACKINTOSH CAMPGROUND

Lake Mackintosh

SCENERY: ★★★★★
VALUE: ★★★★★
ACTIVITIES: ★★★★★

CORINNA CAMPGROUND

Pieman River State Reserve

SCENERY: ★★★★★
VALUE: ★★★★★
ACTIVITIES: ★★★★★

TOP THREE TRACKS

BALFOUR TRACK

Arthur-Pieman Conservation Area

DIFFICULTY: ★★★★★

MODS REQUIRED:



CLIMES TRACK

Granville Harbour/Trial Harbour

DIFFICULTY: ★★★★★

MODS REQUIRED:



ARTHUR RIVER TO SANDY CAPE

Arthur-Pieman Conservation Area

DIFFICULTY: ★★★★★

MODS REQUIRED:



THE GRANVILLE HARBOUR REGION IS THE PERFECT PLACE TO EXPERIENCE THIS UNTAMED PART OF THE COUNTRY

Balfour Track

Winches and snorkels required

Travel in convoy recommended

Seasonal use only—October to March



The Climes Track offers a combination of challenging terrain and spectacular ocean views



The camping in the area is nothing short of spectacular

HAWKER, SA



Rugged terrain, plenty of steep tracks and amazing mountain scenery

TOP THREE TRACKS

SKYTREK

Willow Springs Station

DIFFICULTY: ★★★★★

MODS REQUIRED:



MT. GILL TRACK

Warraweena Conservation Park

DIFFICULTY: ★★★★★

MODS REQUIRED:



COCKATOO DUNBAR LOOP TRACK

Warraweena Conservation Park

DIFFICULTY: ★★★★★

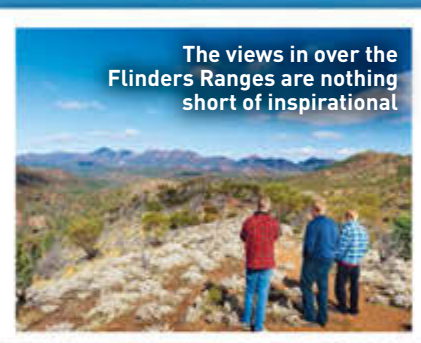
MODS REQUIRED:



Hawker is your starting point before you explore the fantastic Flinders Ranges. This is rugged country, so make sure you've honed your skills driving steep tracks! You're going to need to grab low-range and get moving because there is so

much to see. The views around here are sensational and make it a sure addition to our hotspot list. There's also some absolutely sensational campsites, not to mention iconic 4WD routes such as the well-known Skytrek.

THIS IS RUGGED COUNTRY, SO MAKE SURE YOU'VE HONED YOUR SKILLS DRIVING STEEP TRACKS!



The views in over the Flinders Ranges are nothing short of inspirational

TOP 3 CAMPSITES

BRACHINA GORGE

Flinders Ranges National Park

SCENERY: ★★★★★

VALUE: ★★★★★

ACTIVITIES: ★★★★★

PARACHILNA GORGE

Flinders Ranges National Park

SCENERY: ★★★★★

VALUE: ★★★★★

ACTIVITIES: ★★★★★

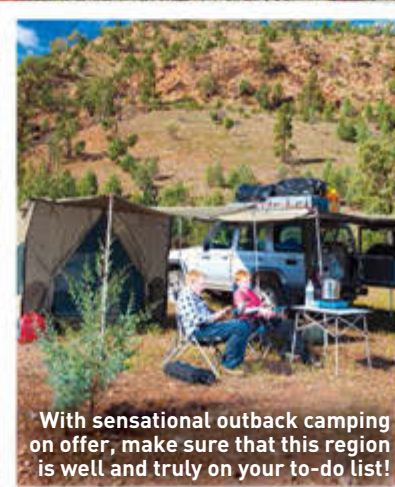
WILPENA POUND

Flinders Ranges National Park

SCENERY: ★★★★★

VALUE: ★★★★★

ACTIVITIES: ★★★★★



With sensational outback camping on offer, make sure that this region is well and truly on your to-do list!



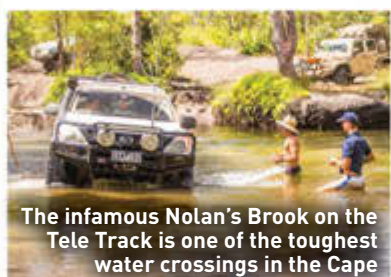
WEIPA, QLD



Cape York is on every 4WDer's bucket list, and Weipa is the heart and soul of this sensational region

Cape York needs no introduction – it's arguably the 4WD destination on the most bucket-lists, and it truly is an off-road hotspot that every Aussie needs to experience once.

The largest town in the Cape York Peninsula, Weipa is your launching pad to head north, or explore the beautiful tropical landscape of the Cape. Surrounded by legendary 4WDing, world famous pubs and perfect campsites, Weipa is way up on the list of 4WD hotspots!



The infamous Nolan's Brook on the Tele Track is one of the toughest water crossings in the Cape

From the adventure of the Tele and Frenchmans Tracks to the pristine camping at Vrilya Point, and the thrill of getting that iconic photo at the very northern tip of Australia, Weipa is your Gateway to it all!



There's no point going all the way to the Cape and not getting that iconic photo at the tip!

TOP THREE TRACKS

THE OLD TELE TRACK

Jardine River

DIFFICULTY: ★★★★★

MODS REQUIRED:



PENNEFATHER BEACH TRACKS

Kakadu National Park

DIFFICULTY: ★★★★★

MODS REQUIRED:



FRENCHMAN'S TRACK

Iron Range National Park

DIFFICULTY: ★★★★★

MODS REQUIRED:



TOP 3 CAMPSITES

PENNEFATHER RIVER CAMPING AREA

Pennefather River

SCENERY: ★★★★★

VALUE: ★★★★★

ACTIVITIES: ★★★★★

TENTPOLE CAMP

Tentpole Creek

SCENERY: ★★★★★

VALUE: ★★★★★

ACTIVITIES: ★★★★★

VRILYA POINT

SCENERY: ★★★★★

VALUE: ★★★★★

ACTIVITIES: ★★★★★

DARGO, VIC



With so much to see and do nearby, not to mention one of Australia's most iconic pubs, Dargo is the definition of an off-road hotspot!

The Victorian High Country is up there with the Kimberley, the Cape and the Simpson when it comes to iconic 4WD destinations, and Dargo is smack bang amongst all the action.

Within cooee of the Blue Rag Range, Billy Goat's Bluff, Talbotville and about a hundred other must-see High Country locations, Dargo is without a doubt Victoria's premier off-road hotspot. It also has one of Australia's most iconic

pubs, the Dargo Hotel, so make sure you stop in for a schooner and a counter meal! The town's other pub, the Dargo River Inn also offers camping!



If you're heading to Dargo, make sure you plan for a counter meal and drink at the iconic Dargo Hotel



There's nothing quite like driving the Blue Rag Range Track

DARGO IS WITHOUT A DOUBT VICTORIA'S PREMIER OFF-ROAD HOTSPOT



TOP THREE TRACKS

BLUE RAG RANGE TRACK

Alpine National Park

DIFFICULTY:



MODS REQUIRED:



BILLY GOAT'S BLUFF

Alpine National Park

DIFFICULTY:



MODS REQUIRED:



CROOKED RIVER TRACK

Talbotville

DIFFICULTY:



MODS REQUIRED:



TOP 3 CAMPSITES

BLUE RAG TRIG POINT

Alpine National Park

SCENERY:



VALUE:



ACTIVITIES:



TALBOTVILLE

SCENERY:



VALUE:



ACTIVITIES:



DARGO RIVER INN

SCENERY:



VALUE:



ACTIVITIES:



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#InTheDNA



Roof racks and canoe racks shown are dealer-fitted accessories.

ROCKY MOUNTAIN

With rugged mountain ranges and granite escarpments the Grampians offer 4WDers a genuine Aussie grand canyon experience not to be missed!

WORDS AND PHOTOGRAPHY BY FIONA BOSWELL

HIGH





Mackenzie Falls are impressive any time of year



Be sure to air down before you 4WD into the Grampians

The Grampians are synonymous as an outdoor enthusiast's paradise with over 160km in walking tracks, ranging from family strolls to lookouts, to overnight treks and rock climbing challenges. By far the best way to experience the multitude of scenery on offer including waterfalls, indigenous artwork and dramatic rocky mountain scenery is to jump in your 4WD and get out there!

The Grampians National Park is a three hour drive, 260km west of Melbourne. Once you hit Ararat, you'll definitely know when you are getting nearby, as the vertical rise of the 900m volcanic escarpments greet you as you get close. At 168,000 hectares in area

and extending over 80km in length, the Grampians are difficult to miss after driving through the contrasting western plains for the 200km. Take the Ararat Halls Gap road to "the heart of the Grampians", the township of Halls Gap.

Visit the Brambuk National Park and Cultural Centre to get information on the many recreational opportunities available, as well as an up-to-the-minute track condition report. Road conditions change dramatically in the Grampians, the area has been hit many times by fire and floods, with the last fire (at the time of writing) being in February 2014. The roads are also subject to seasonal closures and sporadic shutdowns due to damage from storms.

The perfect introduction to the area is to take the short 18km drive up Mount

GETTING THERE

The Grampians lies in Central Western Victoria, around 260km from Melbourne. Travel west along the M8 passing Ballarat whilst continuing west towards Ararat. To venture to the most central town in the Grampians - Halls Gap, follow the scenic gumtree lined Ararat Halls Gap Road for 48km until you reach Halls Gap.

TRACK CONDITIONS

It is imperative to visit the Brambuk Information Centre to get the latest "Grampians National Park Road Report" as it provides up-to-the-minute comprehensive information on the road status and surface of all the driving tracks throughout the Grampians. With seasonal closures and changing conditions due to floods and fires, this report is an absolute must before venturing on a 4WD tour into the Grampians.

Road surfaces within the Grampians can change dramatically from gravel to sand, followed by striking red corrugated desert roads, then onto very rocky rugged tracks with steep elevation drops.



The escarpment views surround in unexpected outback terrain

Victory Road just north of Halls Gap to Mackenzie Falls.

You'll immediately notice how fire damaged the area is with much of the original signage in the area fire ravaged, as well as the viewing platform. With the viewing platform burnt to a cinder, the only way to truly appreciate the Falls is to take the 1km walk down to the bottom of the Falls. Although only short in distance, this walk involves many steps but the thundering waterfalls definitely make up for the effort required.

Swimming is not allowed at Mackenzie Falls; however you can easily walk along the river further north for 1.4km to reach a beautiful tranquil swimming spot at Fish Falls. You'll be glad you stopped for a dip to refresh before heading back up the stairs to Mackenzie Falls parking lot.

Another way to get a taste for the Grampians is to take the turn off to the Boroka Lookout, which is north off Mount

Victory Road, via Mount Difficult Road. The Boroka Lookout is just off the parking lot where you will be met with gob smacking granite views of the Wonderland Range, Mt William Range, Fyans Valley and Lake Bellfield. With awesome views like this only a short drive from Halls Gap, you'll be hanging out to get into your 4WD to see where the real scenery begins!

If camping amongst the kangaroos all night by the fire has not tickled your fancy already at the Grampians, the spectacular morning views - as you are flanked by the red granite escarpments of the Mount William and Mount Victory Ranges certainly will. It is no wonder this is one of the most visited tourist destinations in Victoria!

A fantastic 4WD adventure is to head back up Mount Victory Road around 8km and take a left at the Glenelg River Road turnoff. After only 500m you'll be glad to be off the blacktop as you are immediately met with astounding views of the Mount

Victory Range which looks like an Australian version of the Grand Canyon!

The Glenelg River Road begins as a narrow rocky winding track as you are around 650m in elevation. Conditions change dramatically as you lose altitude and descend to the Victoria Valley as the road turns into a corrugated red desert road typical of the outback.

Following the Glenelg River Road to Lodge Road you'll notice the threat of the many suicidal kangaroos and emus that dart onto the road blindly from the left and right foliage. The constant wildlife ambush, although impressive, is a harsh reminder that you need to keep your speed in check unless you want to befriend the local Halls Gap panel beater.

Be sure to take a break at Red Rock picnic area for a cuppa, which unlike its name is on a verdant swamp! It's without a doubt the astounding views over the brilliant ochre red Victoria Ranges would have led to its name. The Red



**THIS STEEP CLIMB ENSURES
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LOW-RANGE WORKOUT**

The steps to Mackenzie Falls are well worth the walk!



STAYING THERE

The Grampians has plenty of camping options within the National Park, with all campgrounds providing toilets, picnic tables and fire rings. Most sites are between \$34 - \$38 per night (for up to six people per site) and it is \$9.20 per additional vehicle. Boreang Campsite provides a nice mix of sheltered and open sites. You will need to be fully self sufficient at these campsites and drinking water is not available.

BEST TIME TO TRAVEL

Any time of the year is sensational here. It gets very cold in winter so make sure you bring wood with you. Summer gets hot but the river provides a fantastic way to cool down.

Rock picnic area is a desert oasis with an environment that is worlds away from the Mackenzie Falls and Halls Gap areas you have just visited.

From the Red Rock picnic area it's around 11km south down the Red Rock Road track to the Buandik Campground and Picnic area. Be sure to travel right up to the northern end of the picnic area to find the trail head to the short 1km walk to the Bullimina Shelter. The shelter is an impressive indigenous art site, under a massive overhanging rock, with many an interpretive sign explaining the artwork which was done around 20,000 years ago.

Continue south along the Red Rock Road for another few kilometres where you have the option of visiting another indigenous art shelter called Manja. This is a slightly longer 2.6km return walk than the Bullimina walk, with a different environment again if you can tear yourself away from the great 4WDing environment that you are surrounded by.

Follow the Red Rock Road south of Manja Site, where you'll notice the

track changes to white sand. Keep your speed in check as you cross numerous creeks, which although dry at the time of writing, still demand attention. Huge sandstone rock beehive formations are now the scenery on offer including the very prominent 'Chimney Pots' as you head south towards Glenelg River Road. Once again the terrain changes where you reach the 'outback' style desert road overlooking the awe inspiring peaks of Mount William. With so many different environments in such a small space - white sand, desert and volcanic rock to name a few - 4WDing just doesn't get any more visually spectacular than this!

Follow the Glenelg River Road east 10km from the Red Rock Road junction, to the Sawmill Track where you will see signage to Strachans Campground on the left. The Sawmill Range Track meets up with the Victoria Range track, where a steep climb ensues and the 4WD will begin to get its first low-range workout.

As you near the top, the foliage becomes sparser and rockier, revealing

The spectacular views from Boroka Lookout are typical of the area



The kangaroos are the star attractions at camp!



Fish Falls is an idyllic place for a swim

THE DESERT OASIS OF RED ROCK OFFERS ASTOUNDING VIEWS OVER THE BRILLIANT VICTORIA RANGES





**4WDING JUST DOESN'T
GET ANY MORE VISUALLY
SPECTACULAR THAN THIS!**

FUEL & SUPPLIES

Halls Gap has a petrol station and supermarket. As well as being the cheaper option for shopping and fuel, Ararat is also the best place for any extra mechanical or camping needs as options are limited in Halls Gap.

Fuel Prices in Halls Gap

ULP: \$1.25/L

Diesel: \$1.25/L

CONTACTS & INFORMATION

BRAMBUK NATIONAL PARK & CULTURAL CENTRE, HALLS GAP

PH: (03) 5361 4000

W: www.brambuk.com.au

PARKS VICTORIA

PH: 13 19 63

W: www.parkweb.vic.gov.au

granite escarpments with cracking views over the Moora Moora Reservoir. This place is a geologists Mecca, and at this moment you're lucky enough to be driving in the middle of it, with views left, right and centre.

The Goat Track, as the name suggests is exactly that, with huge boulders and ruts on single lane track with hundreds of metres of vertical valleys below to travel, if you are unfortunate enough to slip off the track. There is no room for error here and it's best travelled at the speed of a goat whilst you traverse the numerous switchbacks upon your descent.

From the Goat Track after a white knuckle descent you arrive at Syphon Road which heads back towards Halls Gap, via the Mair Track. Head back onto the Glenelg River Road before you hit the blacktop again on Mount Victory Road.

If you haven't had enough engaging scenery, be sure to make a stop en route to the Balconies at Reeds Lookouts.

The Balconies were once named the "Jaws of Life", and it's easy to see why as these volcanic structures jut out hundreds of metres high, overlooking kilometres of views and make for an outstanding photographic spot to complete your journey.

The Grampians is well worth a visit any time of year, and there's a reason it is one of the most popular tourist destinations in Victoria; Brimming with waterfalls, check; fantastic photography, check; wildlife at every turn, check; spectacular walks, check; iconic 4WDing, check. That's only the beginning of what's on offer at the Grampians National Park. Put it high onto your list of places to visit! ■



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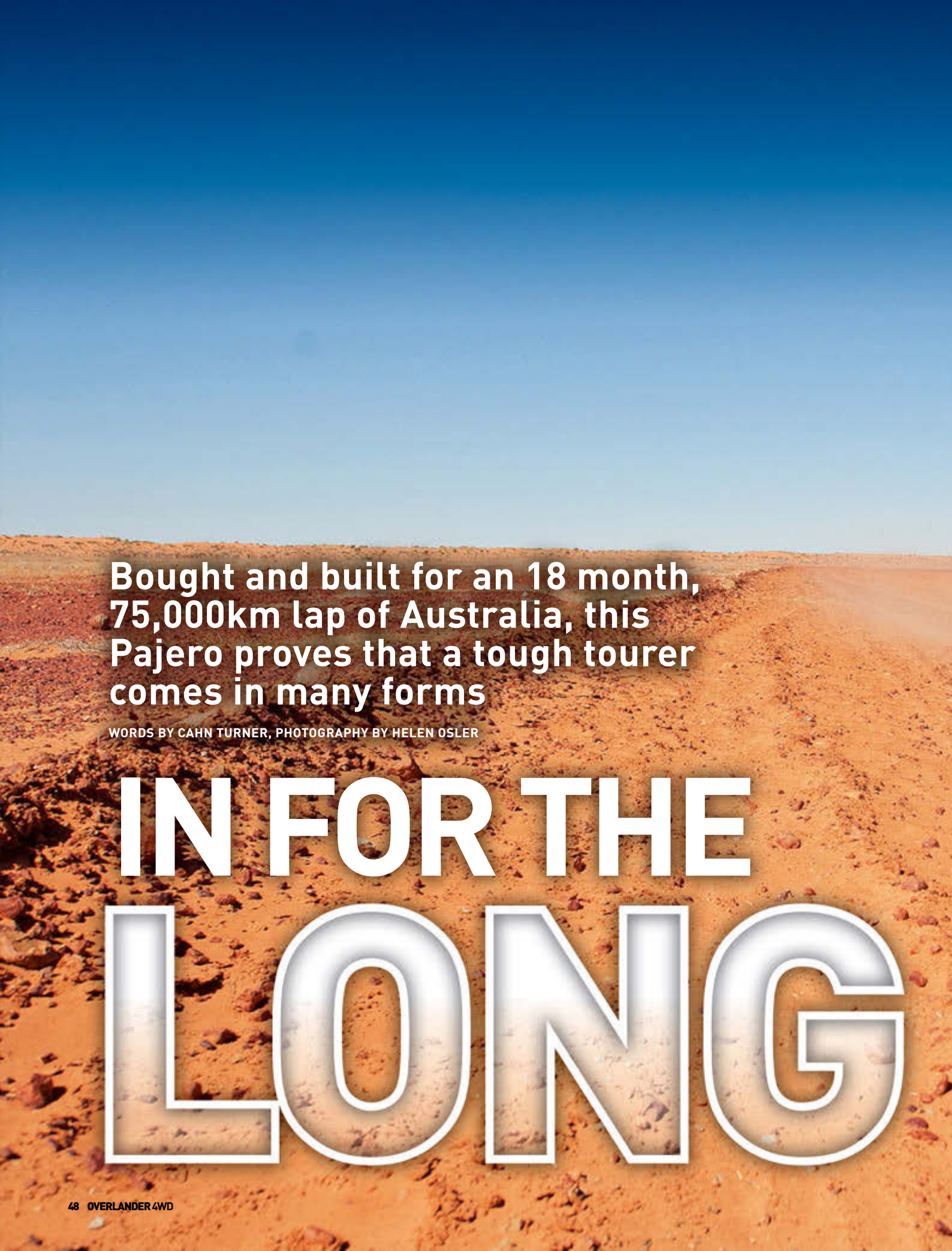


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**Bought and built for an 18 month,
75,000km lap of Australia, this
Pajero proves that a tough tourer
comes in many forms**

WORDS BY CAHN TURNER, PHOTOGRAPHY BY HELEN OSLER

IN FOR THE LONG



HAUL

If you've ever been keen to pack up and hit the tracks for an extended holiday all over Australia, then clear your schedule for the next half an hour and get stuck into this tough touring Pajero. From a couple who have 'been there and done that' you'll gain some real insights into the big lap and just what it takes to get off the beaten track – it's not as hard, or expensive, as you think! Reliability, capability and a tough engine and drivetrain package are key and then it's a matter of adding those little things that'll make your journey a success. Paul Thompson and Helen Osler lived the dream for 18 solid months through 2013 and 2014 and their Pajero saw them through thick and thin. If you've ever picked up an issue of our sister publication, Camper Trailer Touring, then it's a 4WD that you may be familiar with!

"I purchased this 4WD new via a lease firm through work," Paul tells us. "I was looking for a touring 4WD with a good towing capacity and a bit of power. A Prado was 15K more expensive and I wasn't particularly fond of the three litre



Nissan. The Pajero 3.2L has a very reliable engine and a strong towing capacity at an affordable price – choosing the Paj meant I could spend more on aftermarket upgrades and still be close to the asking price for a Prado!" Previously Paul has owned an NL Pajero and knows that the Mitsubishi's are a good package. "Don't

overlook the Pajero as an option for your big trip around Australia or even 4WDing in your back yard," says Paul. "With some key extras this car will take you a long, long way and not break the bank. Anyone who mocks a Pajero has probably never had one and definitely hasn't been to half the places this one has gone."



The 3.2L turbo diesel has proven itself to be a reliable engine over their 18 months touring the country

Once he had decided on the Pajero, Paul set about making sure it was prepared for extended remote travel. An ARB Deluxe winch bar provides excellent protection from roos, as well as off-road obstacles and paired with a set of Bush Skinz steel sliders means that the Paj's panels stay looking like they should. Bush Skinz gear also lines the bottom of Paul's 4WD and he reckons they've protected the truck from serious damage. "The Paj has radiator, sump, transmission and transfer case protection," Paul explains. "They've been incredibly valuable – on one occasion we hit the transmission guard so hard it moved the rear transmission mount up causing the electric high / low range switch to break and leave us in low 4WD for a long, long crawl back to a mechanic for repairs. They've definitely stood up to some serious real-world testing!"

The Pajero isn't known for huge articulation with its fully independent front and rear suspension, but with the right modifications and upgrades it shouldn't limit you on your big trips. Paul had ARB install an Old Man Emu 2in lift with Nitro Sport shocks and rear Poly Air Bags to help with heavy loads. "I've had OME gear on previous 4WDs and I was confident they would last the distance,"



Dual swing away tyre carrier and roof rack provide plenty of space



Paul reckons he didn't get as many kays from the MTZs when compared to his previous set of tyres, the Cooper STT

"WE DROVE THE GIBB RIVER ROAD, SIMPSON DESERT, CAPE YORK, TASSIE AND EVERYTHING IN BETWEEN"



says Paul. "In the whole 75,000 kays we drove we only had one small issue where we had to replace a lower shock bushing – we've done some tough tracks and I feel that the suspension upgrades were a brilliant investment." Eighteen months off-road is a tough test and Paul fitted a set of Cooper STT's before their journey. "I started our trip on the STT's and after a tough 45,000 kays the tread was wearing a little thin," Paul explains. "At the time all we could find to replace them was a set of Mickey Thompson MTZ's which

lasted the next 30,000km and I'm now planning to replace the whole lot with STT's again." A set of ARB air lockers makes sure that power is sent to the ground and Paul says; "the Paj is always lifting wheels, so a lot of the time the lockers are used off-road. I love them!"

The 3.2 litre four cylinder turbo diesel in the Pajero is an evolution of the older 2.8 diesels but with the modern technology, Mitsubishi have extracted 150Kw of power and 450Nm of torque. This Paj has a few more ponies under



Lifting wheels isn't a problem with twin Air Lockers!



A snorkel is an absolutely necessary bit of gear for any big lap

the bonnet now thanks to a couple of modifications, like a 3in stainless mandrel bent exhaust and Diesel Smart Module. "The Diesel Smart Module allows plenty of customisation by the driver," says Paul. "We also installed a heavy duty Nomad Valve Body supplied by Wholesale Automatic Transmissions with Lock-Up Kit that means the transmission puts the power of the turbo diesel to good use and keeps it cooler. A 17x10in transmission cooler helps keep the temps down too and we even fitted a thermo fan and hooked it up into a switch on the dash for extreme situations." A transmission temperature gauge, Scan Gauge, EGT and dual battery gauge have also been installed to keep an eye on everything so that Paul or Helen can spot issues before they become critical.

Planning to go off-road for remote travel means you need to be able to self-recover and Paul and Helen made sure to kit out the Paj with plenty of recovery gear inside and out. A Kingone Avenger Mako 9500lb winch has been fitted to the front bar for sticky situations, and a set of Maxtrax are always ready for action. A full recovery kit, long handled shovel and chainsaw are also on hand. "We use HEMA maps loaded onto an iPad mini

positioned in front of the passenger seat," Paul says. "This has been one of the best investments we have made and makes us super confident when exploring. We also always have an Inmarsat satellite phone and SPOT GPS tracker for emergencies and a GME UHF and aerial is installed for short distance communications." To ensure the Paj can go a long way between drinks, an LRA Australia 60L auxiliary fuel tank has been fitted under the rear.

The interior set up of the Paj has been

custom made to house a whole lot of gear necessary for long touring trips. "The drawer system was designed by Tool Safe to store the Waeco 60L fridge as well as solar panels and a 50L water tank," Paul tells us. "I also removed the back seat and built a shelf so we could put a space-case in for storing the chain saw and other bits and pieces, if we don't need the chainsaw we can throw the Maxtrax and compressor hoses on the shelf – it also means our dog has somewhere to



"THE MODIFICATIONS HAVE DEFINITELY STOOD UP TO SOME SERIOUS REAL-WORLD TESTING!"

TECH SPECS

VEHICLE	2011 Mitsubishi Pajero NT
ENGINE	3.2L turbo diesel inline 4
GEARBOX	5 speed automatic with heavy duty valve body and lock up converter
4WD ACTIVATION	Shift on the fly, auto locking hubs
FRONT SUSPENSION	Old Man Emu 2in lift
REAR SUSPENSION	Old Man Emu 2in leaf springs
TYRES	265/70R17 Mickey Thompson MTZ
WHEELS	Speedy Rim Chariot 17x8
OTHER GOOD GEAR	ARB Air Lockers front and rear, Rhino rack with jerry holders, dual wheel carrier, extended fuel tank, HID spotlights, 400MM LED lightbar, SPOT GPS tracker, Inawise tyre pressure monitors, custom drawers, 60L Waeco, custom sliders and bash plates





Custom rear drawer setup keeps touring gear safe and tidy



For most of its time touring the country, Paul and Helen's Paj was towing this Conqueror UAV camper trailer

THESE GUYS TRULY LIVED THE DREAM IN THEIR PAJ FOR 18 SOLID MONTHS

CamperTrailer
TOURING

CHECK OUT SOME OF PAUL AND HELEN'S TRAVELS!

Paul's partner, Helen, has been a regular contributor to our sister publication Camper Trailer Touring for years now. To check out some of her and Paul's experiences on their big lap, grab any copy of issues 59 to 75!

sit!" The cargo barrier has been modified with some adapters for storing a fishing rod and torch and a pair of canvas seat organisers on the back of each seat keep the little things handy.

Pajero roof rails are only rated to 60kg so Paul installed a lightweight alloy Rhino roof rack for storing bulky items and extra fuel. "Because the roof isn't rated for much weight we had a dual rear wheel carrier installed," Paul tells us. "It has been a fantastic and necessary investment, and it means we don't have to lift tyres far if we have to swap them – and we don't need to worry about the extra weight of a spare on the roof. "Speaking of tyres," Paul says. "The Paj has an Inawise tyre pressure monitoring system – which is a must for any trip like the one we undertook. They notified us of slow leaks a couple of times and were very useful for maintaining the tyre pressures on the many different surfaces we encountered."



The Paj had no trouble tackling the Cape

Paul and Helen have built a vehicle that is comfortable and capable and has meant they've ticked off many of their bucket list locations. "We drove the Gibb River Road, Simpson Desert, Cape York, Tassie and everything in between," says Paul. "I feel like every

modification we made was a must-have for a trip this long and the fact we didn't have any major problems really speaks to the quality of the Pajero and the work of Andrew Fardon at Off Road Equipment in Perth who helped with a lot of the build. Cheers!" ■





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YOUR 4WD'S LIFEBLOOD

We take a look at some of the most important parts to a functional engine: oils, coolants and fluids

COMPILED BY OVERLANDER 4WD



When you think about it, the fluids in our engines, driveline and cooling systems are the lifeblood of our 4WDs. Without them we wouldn't be going more than a few metres before something catastrophic happened.

As we know, the mechanical

components of our trucks are made up of hundreds of moving parts. Things like gears, linkages, rods, bearings, cams, valves and pistons all operate at high speeds while the engine is running, and if they were allowed to move with no lubrication the metal-on-metal contact would build up a lot of heat and cause a lot of wear very quickly.

Fluids aren't just for lubrication duties, however. They're also used extensively throughout your vehicle as cooling agents and for hydraulic capacities such as in automatic transmissions and braking systems.

We've put together a comprehensive guide to oils and fluids to answer all of your questions, and find out just how important they really are.

OILS AIN'T OILS

If you've ever wondered what the differences are between diff, engine and gearbox oil then you're reading the right article. Engine oil is formulated using a mineral or synthetic base oil which is then mixed with a number of additives, such as detergents which are thrown in to clean the carbon and soot from the engine's internal surfaces. Other additives may serve to give the oil adhesive qualities, so it sticks to the moving components of your engine. Without this, it would all return to the sump when the engine is stopped and the upper parts of the motor would not be adequately lubricated once it's started back up significantly increasing the rate of wear.

Other additives too are blended

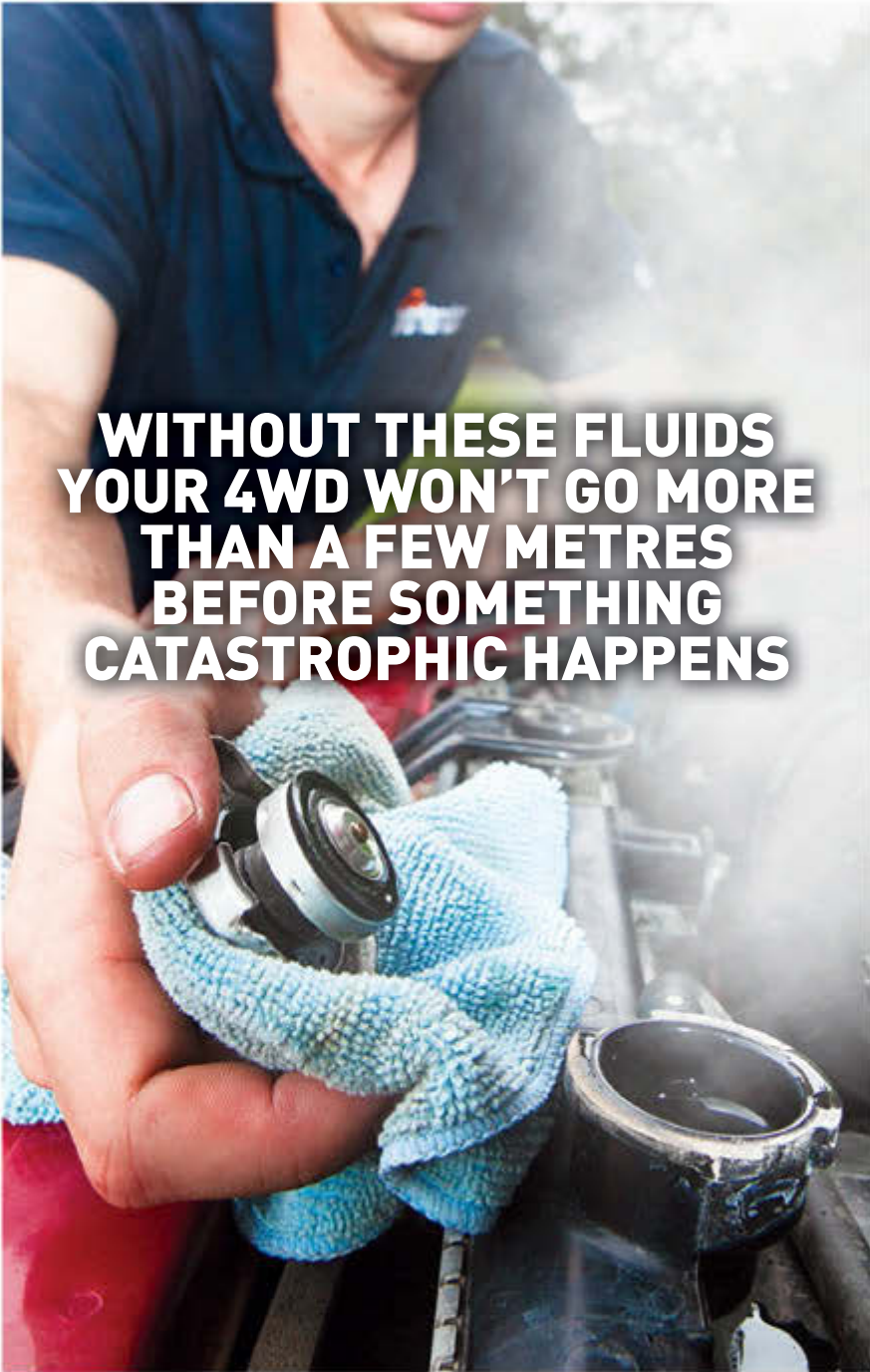
in to protect the oil from separating under high heat loads and for maintaining viscosity once the engine's up to running temperature.

Now the main difference in engine oils and diff, manual transmissions and transfer case oils is the viscosity, but they generally have different additives too.

This is mainly due to the fact that diffs and transmissions don't run at the fine tolerances that engines do, so they only need a nice thick oil to lubricate them and act as a heat soak. Like engine oil, these have a number of additives to maintain viscosity, and also to keep the gear sets cleaner for longer.



If your 4WD is equipped with a limited slip differential you will need to use a specially formulated diff oil that is designed to be spun off the internal clutch packs so that they can bind up and allow the axles to be turned. If you've got diff lockers fitted, it's not a bad idea to use limited-slip diff oil either, although most locker manufacturers will specify the right oil to be used with their product.



**WITHOUT THESE FLUIDS
YOUR 4WD WON'T GO MORE
THAN A FEW METRES
BEFORE SOMETHING
CATASTROPHIC HAPPENS**



OIL VISCOSITIES

Viscosity is essentially the oil's ability to flow. So the lower the number the thinner the oil, the higher, the thicker it is.

Breaking it down, an oil with 10W30 on the label means the following: the 10W signifies that the oil is of low viscosity when it's measured at winter-grade (which is what the W stands for). As the engine heats up and the tolerances between mechanical parts open up a little, the oil is allowed to reach a higher viscosity (thicker) as it offers better lubrication and inhibits wear and tear more effectively. This is what the additives do, they ensure the oil runs at a lower viscosity at colder temperatures, when the engine is first fired up so that it can be quickly and easily pumped through to every internal area, and then thicken up as things warm up for better lubrication and more efficient heat absorption.

COOLANTS

Automotive coolant is a solution of chemicals that is mixed with water to control the operating temperature of a vehicle by transferring the heat from the moving parts, via the fluid, out of the radiator. On top of that, it's also designed to ward against internal corrosion thanks to additives called inhibitors.

There are two main types of coolant – type A and type B.

Type-A coolants feature anti-freeze and

anti-boil agents, such as Ethylene Glycol or Propylene Glycol that raise the boiling point and lower the freezing temperatures of the fluid. While these will never lose their anti-freeze and anti-boil properties the inhibitors can deplete over time and the fluid will need to be flushed out and swapped for fresh stuff. Type-B coolants don't have these anti-freeze and anti-boil additives and essentially are just water mixed with inhibitors.



POWER STEERING & AUTOMATIC TRANSMISSION FLUID

Automatic transmission fluid (ATF) has triple roles. It's designed to lubricate the internal servos, gearsets and valves found in an auto box, but it also acts as a hydraulic fluid to operate the internal mechanisms. It's third job is to serve as a heat dissipater, and as with engine oil ATF has a host of additives, many of which are there to prevent heat damage. As the torque converter is spun up by the engine's crankshaft output, it rotates the ATF to provide drive. This also generates a lot of heat, especially when under load, such as when towing, driving on sand or on long uphill sections. If you do a lot of high-

load driving, fit an external ATF cooler and change the fluid and transmission filter regularly.

Power steering fluid is essentially the same thing as ATF, designed to lubricate, act as a hydraulic fluid and dissipate heat effectively. While most 4WD steering systems will not need regular power steering fluid changes, fitting larger tyres and pushing bigger vehicle weights

can take its toll, and service intervals may have to be shortened.



METAL-ON-METAL CONTACT BUILDS UP A LOT OF HEAT AND CAUSES A LOT OF WEAR VERY QUICKLY





BRAKE & CLUTCH FLUID

Brake and clutch fluids are different to oils in that they are not designed as a lubricant. Instead they are a non-compressible hydraulic fluid made from glycols, similar to those found in radiator coolant. It's designed to move cylinders when the corresponding pedal is pushed. While brake and clutch fluid is about as low maintenance as it gets, it is worth changing out for fresh stuff every couple of years or before a big trip, sooner if it's discoloured or there's a burnt smell coming from it.

POUR-IN FUEL AND OIL ADDITIVES AND WHAT THEY DO

STOP SMOKE

If an engine is blowing excess smoke from the exhaust, there's a chance it could be from worn oil rings or valve stem seals (along with a host of other reasons) which are allowing oil from the sump to be introduced to the combustion chamber and partially burned with the fuel/air mixture, resulting in thick smoke. Stop-smoke additives introduce a thickening agent to the oil which essentially increases its viscosity, making it more difficult for it to leak through the gaps in the seals. Some additives also leave a polymer resin to fill the gaps.



RADIATOR STOP-LEAK

When you spring a leak in your radiator core or cooling system in general, pouring in a bottle of leak stopping compound can get you back on track quickly. They generally have a fibre base that reacts with the leaking area to solidify and seal her up. It's worth noting that these should not be considered a permanent fix, more a means of getting out of trouble on the tracks. Once you're back in civilisation you'll need to get the problem rectified properly.

FUEL SYSTEM CLEANER

As we've established, carbon build-up can happen in many places throughout your engine, including the fuel injectors. By adding a fuel system cleaner, which have detergents and other chemicals that serve to break down the carbon deposits, you're effectively cleaning the injectors and allowing them to function at full capacity. Diesel fuel has also been known to form algae while in the tank which diesel fuel cleaners can help ward against.

ENGINE STOP LEAK

When your engine's seals weaken over time, they'll tend to let oil seep out, coating your engine, driveway, underbonnet or all three in black gold. Many of these are elastomer type seals which can become hard and lose its elasticity and sealing capability. They can be difficult to quickly or easily replace so by adding an engine leak prevention compound, the additives react with the seal material and allow it to regain its elasticity and swell slightly to reseal the leak. Once again, proper replacement seals should be installed as soon as it's practical.

OCTANE/CETANE BOOSTERS

A fuel's combustion quality is largely determined by its octane requirement (petrol) or its cetane number (diesel). These boosters are meant to increase the burn efficiency of the fuel, purportedly resulting in more power, a more complete ignition of the fuel and increased engine efficiency.

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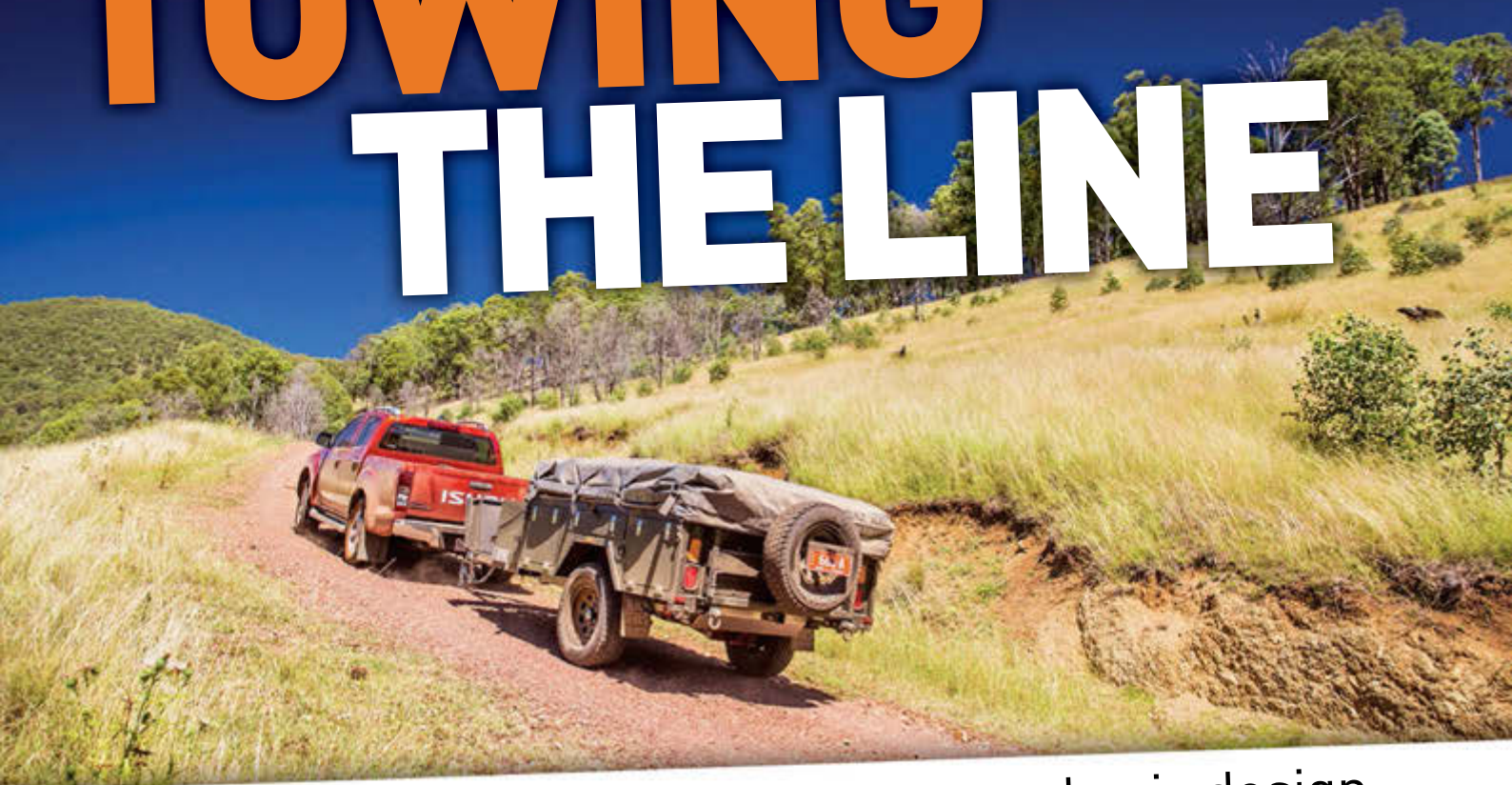
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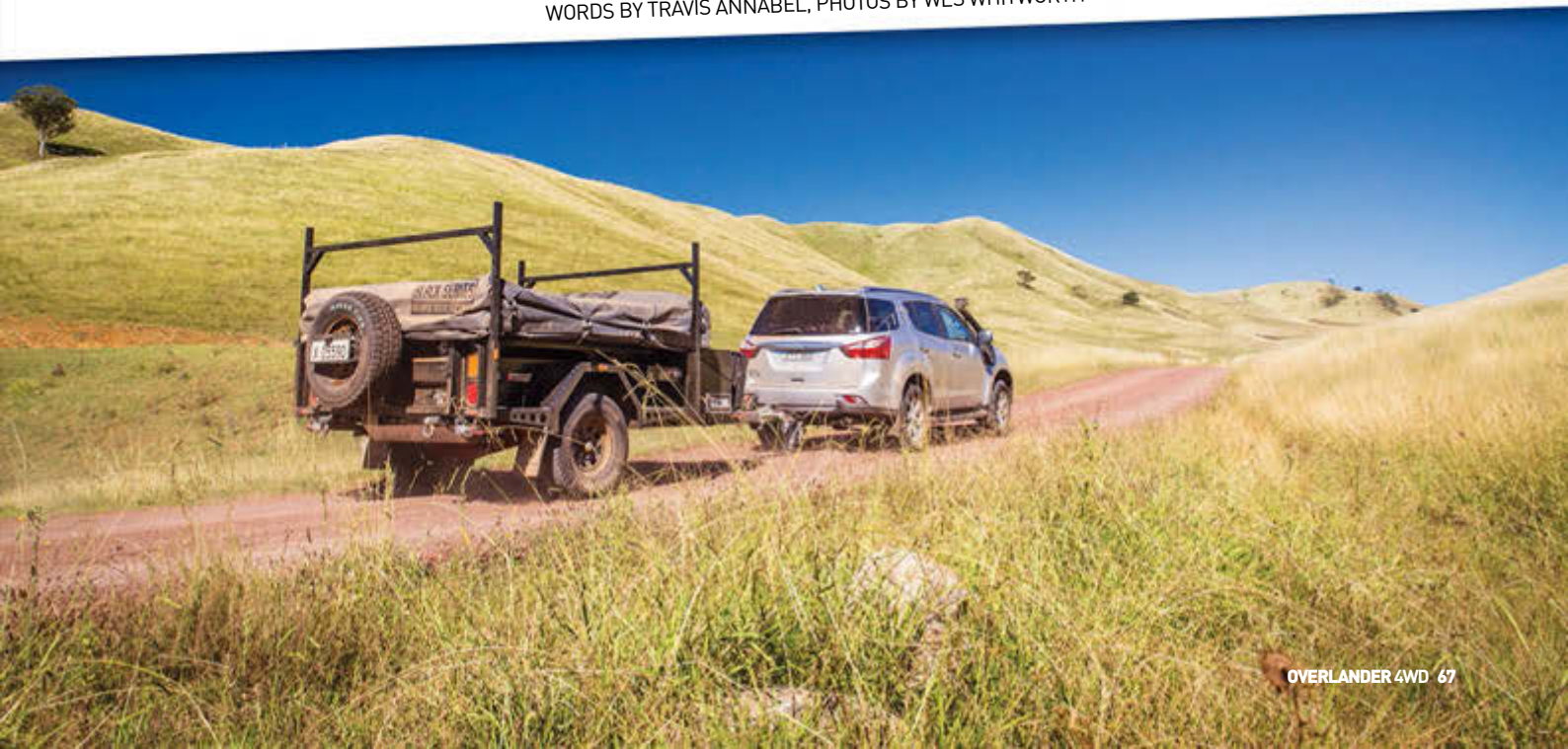


TOWING THE LINE



With the same engine and the same basic design, we pit the D-MAX dual-cab against the 7-seater MU-X in the ultimate off-road Isuzu tow test

WORDS BY TRAVIS ANNABEL, PHOTOS BY WES WHITWORTH





There's a bit of an argument these days doing the rounds about what makes a better tow vehicle: utes, or wagons? To that end, we decided to grab a couple of Isuzu's to answer it. Why Isuzu? Simple – both the MU-X 7-seat wagon and the D-MAX dual-cab share a basic design, gearbox and turbo-diesel engine, which meant we could focus more on the differences in handling, performance, comfort and reliability that wagons and utes inherently possess as

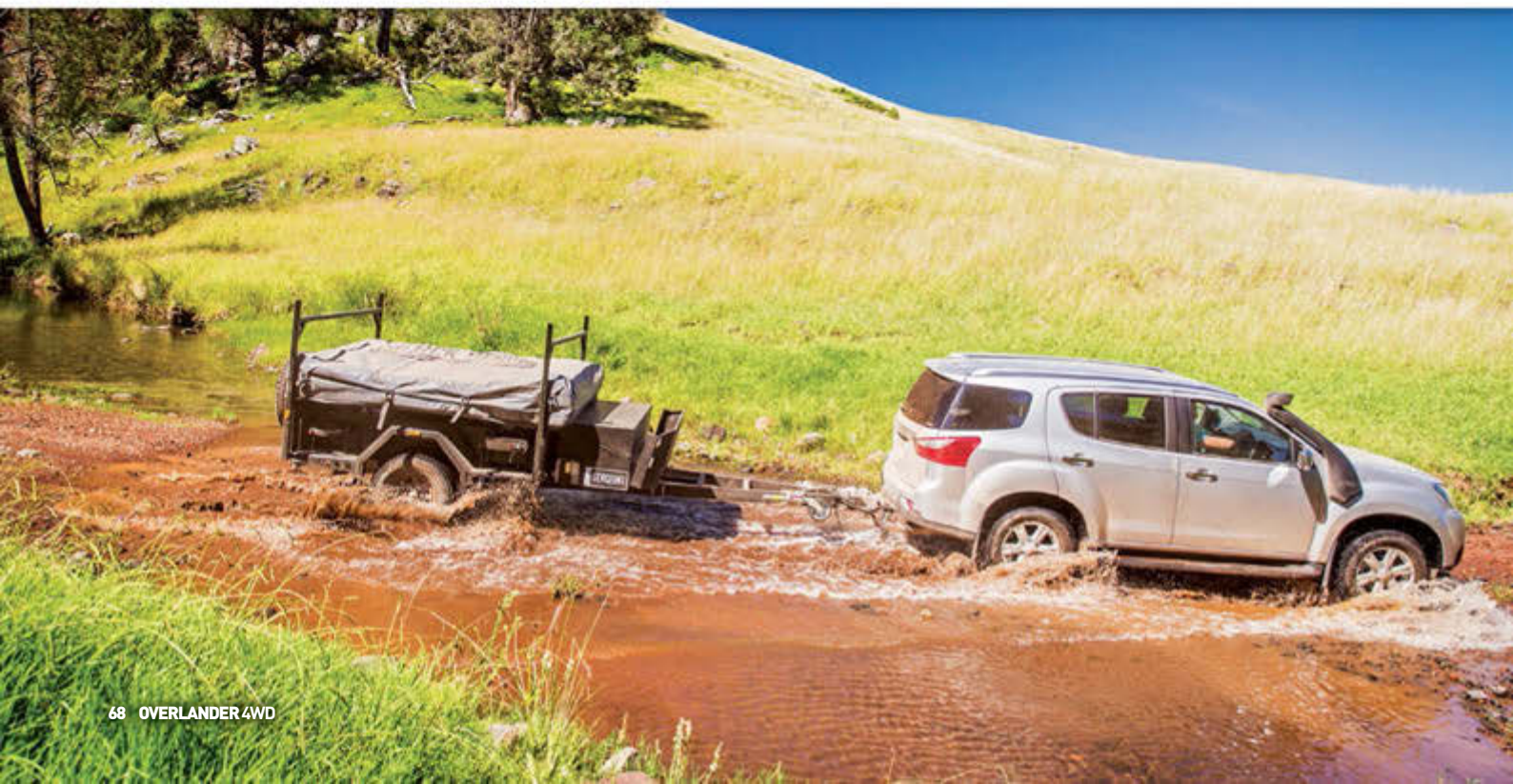
off-road tow vehicles.

The biggest point of difference between the D-MAX and the MU-X when it comes to towing is the fact that the D-MAX features a 3.5t braked towing capacity compared to the MU-X's 3t capacity. Unless you're planning to tow a whopper of a van around the country, then that difference is probably not going to cause too much concern, as you probably wouldn't be doing much off-road driving with a van that big. As our test was based purely on off-road towing, we chose to

tow similar and light-weight soft-floor camper trailers; something you'd more typically see along an Aussie 4WD track.

Our test took us up through the tiny town of Nundle in NSW's New England region, through Barrington Tops and the off-road mecca of Bulahdelah before heading out to the beach at Mungo Brush. We encountered sections of high-speed dirt, low-range hills and ruts, washouts, river and creek crossings and soft-sand.

Here's how each vehicle performed.



THE TEST

In most of the varying terrain that we tested these Isuzu's in, both the engine and the gearbox performed well, offering plenty of pull, and no lack of power or torque, even with the trailers attached. No surprise, really, as they share the same engine and gearbox. Fuel economy was comparable between the two, and average of between 13-14L/100km on average for our trip.

Where the differences in handling and performance became apparent was in the suspension, and that's probably no surprise either. The D-MAX, with its leaf-sprung solid-axle rear held the weight of the trailer well – in fact, having a bit of weight in the back meant that the ute didn't bounce around as much as it does

without. The multi-link, coil sprung setup of the MU-X handled the weight well too; it remained level in the rear with no discernible suspension sag, although this would change the more weight you're adding to the rear. That being said, coils were never going to handle the weight as well as leafs would. Both of these vehicles have notoriously soft suspension when not towing, meaning they bounce around on the road a bit – however, take them off-road, and the softer suspension provides added flex and articulation, with all four wheels sticking to the ground easier than something with stiffer suspension. Hook up a trailer, and things change a bit. The result of D-MAX's leaf springs handling the weight of the trailer better meant

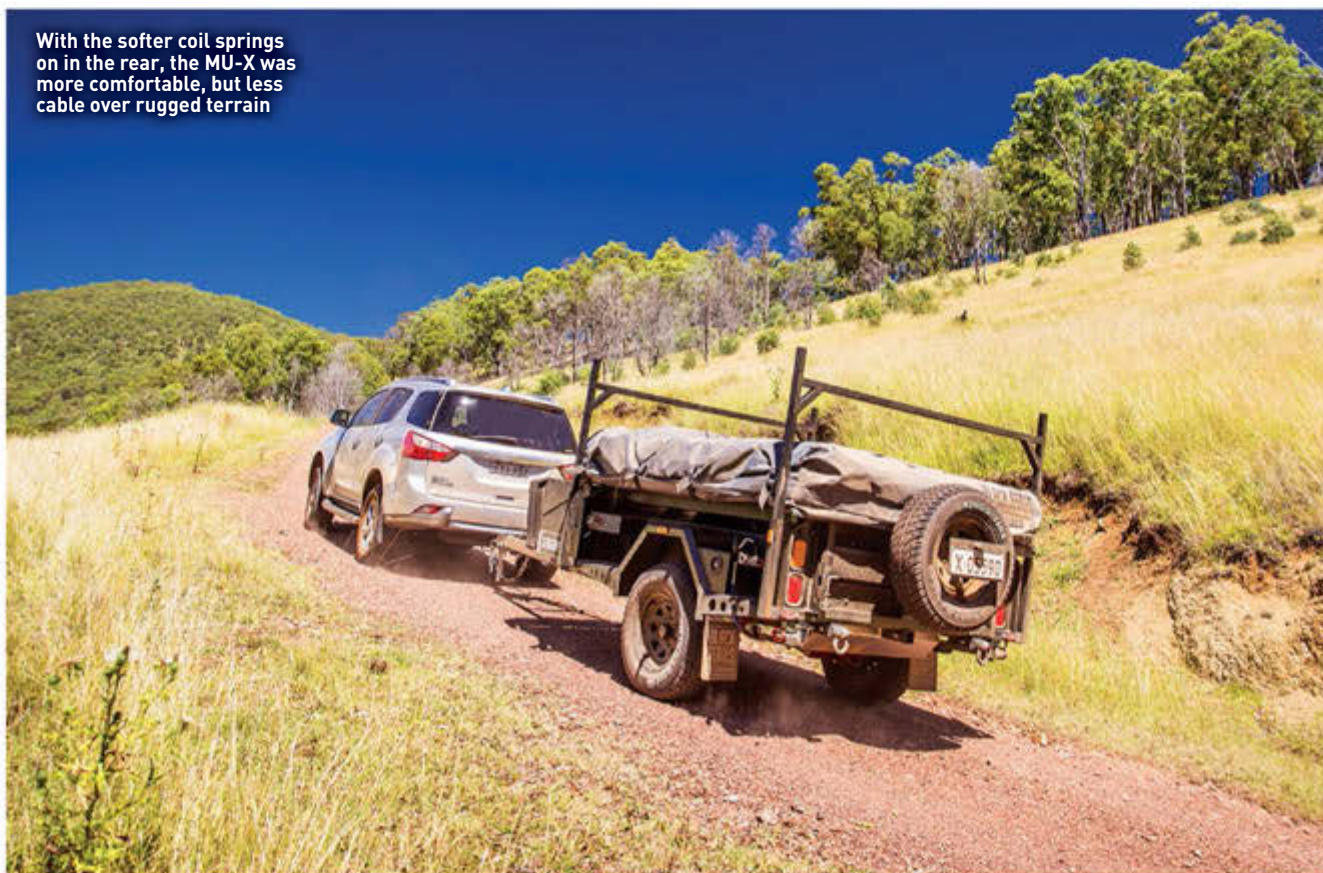
that when encountering rugged terrain, such as ruts or rocks, it maintained more traction than the coil-sprung MU-X, thus was more inclined to tackle difficult or technical terrain with ease.

Moving from bush terrain to coastal terrain, when on the sand, we found that the springiness of the MU-X actually proved to be an asset. The beach at Mungo Brush was quite soft at the time we were there, and there was no shortage of bogged 4WD's along its length. The MU-X seemed more capable of simply gliding over the top of the sand, and was less inclined to dig in at the rear than the D-MAX. Indeed, the wagon's suspension made it feel lighter on the beach than the dual-cab, which surprised us considering the tare weight of the MU-X is actually 60kg more than that of the D-MAX.

Comfort wise, the MU-X seemed the more comfortable of the two, and it's easy to chalk this up, again, to the suspension. Over pot-holed dirt roads and rugged terrain, the coil springs of the wagon lessened the shock when compared to the rigidness of the leaf springs in the D-MAX. Hitch up a heavier trailer or throw in a few passengers, however, and this could conceivably change.

THERE'S NO ARGUING THAT THESE TWO 4WDS ARE SIMILAR IN BOTH LOOKS AND OFF-ROAD PERFORMANCE

With the softer coil springs on in the rear, the MU-X was more comfortable, but less cable over rugged terrain





IT'S NO SECRET THAT ISUZU HAVE FOCUSED LARGELY ON THE OFF-ROAD MARKET WHEN IT COMES TO BOTH THE D-MAX AND THE MU-X



On the beach, the MU-X seemed to glide over the sand and was less inclined to dig in at the rear

RUNDOWN 2015 ISUZU MU-X

ENGINE	3.0L 4-cylinder intercooled turbo-diesel
GEARBOX	5-speed auto with sequential sports mode (Optional)
SUSPENSION	Front and rear coils springs with gas-filled shocks
TARE WEIGHT	1985kg
BRAKED TOWING CAPACITY	3000kg
PRICE	Starting from \$40,500



THE VERDICT

It's no secret that Isuzu have focused largely on the off-road market when it comes to both the D-MAX and the MU-X. Both are solid performers off the blacktop, and the complaints that some people have with them when driving on the road disappear when on the dirt. This doesn't change when you hitch up a trailer to them.

In all, it's fair to say that the D-MAX is a better performer when towing off-road. The simple fact is that the leaf springs in the rear hold the weight better – as

well they should, because that's what they're designed for. The suspension in the D-MAX ensured that the wheels had ample traction in rugged terrain when compared to the MU-X.

That being said, on the beach it was the opposite. Where the bouncier coil springs of the MU-X meant that the wagon floated over soft sand, even with the trailer attached, the rigidity of the leaf springs in the D-MAX meant that the rear wheels were more inclined to

dig in and bring forward momentum to a halt. The springier suspension also meant that the MU-X absorbed the shock of rugged terrain better, making it a more comfortable option off-road.

There's no arguing that these two 4WDs are similar in both looks and off-road performance, so what works best for you is more likely to come down to other factors such as how many passengers you're likely to carry, or how much storage space in the rear you need. ■

The engine and gearbox in both the MU-X and the D-MAX performed solidly throughout the test



RUNDOWN 2015 ISUZU D-MAX

ENGINE	3.0L 4-cylinder intercooled turbo-diesel
GEARBOX	5-speed auto with sequential sports mode (Optional)
SUSPENSION	Coil springs with gas-filled shocks in the front, over-slung leaf springs in the rear
TARE WEIGHT	1925kg
BRAKED TOWING CAPACITY	3500kg
PRICE	Starting from \$42,000 (Dual-cab 4WD models)

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Toyota Hi-Lux KUN26R / GGN25R

THE INCEPTION OF PROJECT 200

In this new regular column, Jamie Benaud from AustralianImages.com.au takes us through the build-up of his project vehicle, a 200 Series LandCruiser

WORDS AND PHOTOGRAPHY BY JAMIE BENAUD, AUSTRALIANIMAGES.COM.AU



Just the ticket for a growing family:
A twin-turbo diesel V8 LandCruiser!

Aside from the substantial financial outlay, there's the thought that after finally getting a vehicle to a state that's near perfect, you're about to throw away all that work and start from scratch. And so it was in my case. After twelve years driving what ended up being a pretty unique 105-series, the move to a bog-standard vehicle seemed in many ways to be a step backwards, despite the huge advances in general technology and driving dynamics that come with a modern vehicle.

But needs change. Instead of hard-core

4WDing weekends, I'm now far more likely to hook up the camper-trailer, herd the family together and head out for a camping weekend, or better yet, a long distance outback trip. The rest of the time, the 4WD becomes a daily drive, getting us to work and the kids to school. Like it or not, the fact is that a very tall, heavily modified, 12-year-old manual 4WD is far from ideal when the duties include city traffic and entering shopping centre car parks!

So the search began for a vehicle that could replace my trusty 105 and my dear wife's Territory. Something capable of 4WDing weekends and a Simpson crossing, but also of

performing the daily grind.

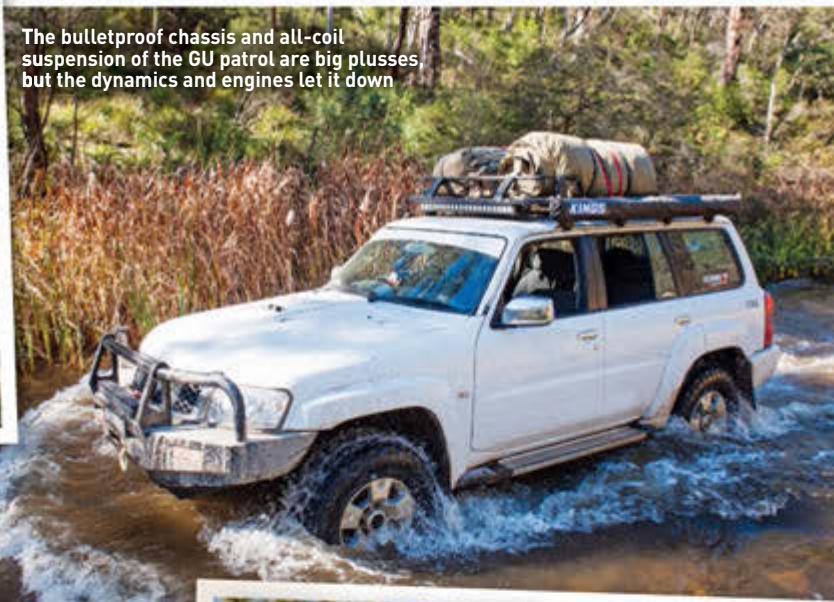
There's no shortage of vehicles that tick those boxes, at least on paper. I started out looking at everything from dual-cab utes to smaller wagons. While the price and space of the utes was appealing, a couple of test drives was enough to convince me that they're still trucks underneath, and I'm not really convinced about the long-term durability of heavy towing and touring with a small diesel doing the work.

My short list came down to one that's probably very common for this market: Patrol, Prado or Land Cruiser.

What do you mean there's no diesel?



The bulletproof chassis and all-coil suspension of the GU patrol are big plusses, but the dynamics and engines let it down



It's amazing to discover that Nissan's new Patrol doesn't even offer a turbo-diesel option. I can't fathom such an omission, especially when they've got the Navara/Pathfinder's excellent V6 sitting in the parts bin. Meanwhile, the trusty GU is still available, but the body and dynamics are just too old and the diesel too small. Scratch the Patrols.

The Prado is a very nice mid-size wagon, but smaller than I'd like and the 4-cylinder engine isn't appealing. Still at the Toyota dealer, I started looking pretty hard at the 76-series wagon. Unfortunately it was missing basic safety features like ABS and airbags, which I consider essential in a modern vehicle. Toyota has since dragged the 76 into the present by adding these features, but the upgrade came too late for me.

Which left me with the Land Cruiser 200 series: Plenty of room, excellent towing

capacity, a beautiful twin-turbo diesel V8 and, unfortunately, a price tag to suit.

Yep, these things are expensive. But the pain can be reduced substantially with some heavy haggling, or better yet grabbing an ex-demonstrator. Never pay list price for a Land Cruiser!

With the 200 finally in the garage, it's time for the hard work to begin. Each month in Overlander, I'll cover a major step in turning a standard 200 into a true outback tourer. ■

The Prado was a little small, with an insufficient towing capacity



Don't miss next issue where Jamie gets stuck into modifying the big 200!

FIND OUT MORE!

Want to know more about why Jamie chose a 200 Series? Scan the QR code to visit www.project200.com.au!



The 76 is a nice truck. But the manual 'box and lack of safety gear put it out of contention





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DRIVE DEFENSIVELY

Driver caution is something that seems to be sorely lacking in this day and age

WORDS AND PHOTOGRAPHY BY VIC WIDMAN

One of the things that I really like about 4WD touring is the amazing locations you get to see. Australia is an absolutely stunning place, from its vast outback plains to its rugged back bone known as the Great Divide. Driving in the outback you can see for miles and the moving picture through the windscreen is one of mile upon mile of bright blue sky and red earth. On our mountain tracks your focus is far more concentrated on the immediate ground in front, you get to see virtually every rock, shrub and tree as you twist and wind around the hill sides.

In the outback you can see approaching vehicles well in advance, if their dust cloud doesn't give their presence away its rare not to have a few hundred metres visibility allowing you plenty of time to back off the loud pedal, plan your departure from the centre line of the gravel road or even to stop to allow the oncoming road train to pass without incident.

But on our tight and twisting roads that are so common in our more hillier terrain we simply are not afforded the privilege of far sight. Some of our good, shall I call them 2WD, unsealed roads are in fact just a few metres wide. Yes we can still travel at a moderate speed, say for example 40-60kph but we need to be forever on the alert for an approaching vehicle.

A couple of recent incidents (this has been something I have experienced for all of my 44 years of driving life) made me wonder why people are so stupid, inconsiderate or just plain rude. If anyone knows the McKillops Bridge road leading from the high plains of Wulgulmerang down to the Snowy River you will know this is a road that demands caution. At times it is only one lane wide, balanced on the edge of an almost vertical drop for hundreds of feet into the Snowy River Valley. So when I met the fellow in his LandCruiser Trayback with trailer on the back who was driving at high speed on one of the road's blind corners I knew there was nowhere to go.

Fortunately my own speed was such



that I just hit the brake and stopped dead with a slight tug on the steering to the left to squeeze up against the earth embankment. He flew past, just millimetres off the side of my Cruiser, I actually braced for the impact. How he missed me I really have no idea and I'm sure it had nothing to do with driver skill because he had already clearly demonstrated he had none. But what followed proved this beyond doubt.

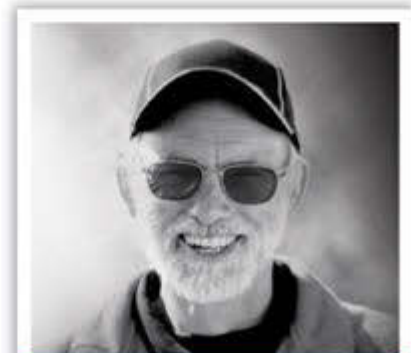
It's a fair bet that if you come across me on a quiet track somewhere that I will be leading a group of 4WDers on a trip; you see, that is what I do, lead tag-along tours. So there will always be more 4WDs behind me. The comments over the UHF radio from my following companions proved that this numb nut was a slow learner. He hadn't backed off or moved over from the centre of the road at all.

I met another guy towing a caravan doing the same thing just a few weeks before on another narrow country road, this time if I hadn't placed the FJ Cruiser literally up the embankment to avoid him well, I know both of our days would have been ruined.

I learned a while ago when driving on narrow country roads you should always drive at a speed that you can stop within the length

of the road you can see. I also know that if there is an approaching vehicle around that blind corner, that length of vision you have is dramatically decreasing and hence you need to drive even more defensively. I wonder how many of our readers have actually had some idiot drive into them on a narrow track because the bloke was simply a numb nut?

Vic Widman



Vic Widman has been in the business of 4WD driver training and leading 4WD tag-along tours for over 30 years. Vic has trained in excess of 20,000 people in the art of 4WDing and provides corporate 4WD training to many of the country's leading commercial and government organisations.



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SERVICING INJECTORS

Why common-rail injectors are making DIY servicing a thing of the past

WORDS BY ANDREW LEIMROTH, PHOTOS BY OVERLANDER 4WD

In this all-new regular column, diesel expert Andrew Leimroth from Berrima Diesel Services discusses everything you need to know about modern diesel engines



Once upon a time you could buy an old 4WD with a bit of a miss and rattle in the injectors, bring it home, pull it apart and more than

likely you could have it running like a dream at your own hands. Sadly those days have changed dramatically.

Recently we had a 4WD towed into our workshop with an issue.

This was no ordinary problem as the owner had tried to work on the injectors in his common-rail engine, the issue being that the owner had removed his injectors and couldn't get it running again. He had polished the injector needles and tried getting them back together again. Worse still he had been doing this work in his driveway out of a couple of ice cream containers. What started off as a simple 'pull out the injectors and clean the needles' had turned into an expensive nightmare for him. Probably lucky that he couldn't get things back together again preventing further damage to other things like his engine. If he

had gotten these back together and somehow been lucky enough for the engine to start it could have created an engine failure from incorrectly operating injectors.

In the end we had to install four new complete injectors and we recoded these new injectors to match the vehicle's computer.

Whilst common-rail injectors can be serviced by diesel experts, the success rate and service life of this is still questionable. When things have been pulled apart and bits are missing it's even worse. For now, we still state that generally a modern common-rail diesel injector lasts a few hundred thousand kilometres (excluding some problem model engines that are quite prominent out there) and so when they are due we want them to last at least the same if not more time/distance. For more help when deciding what to do with your next injection system service contact your diesel expert for advice.

Andrew Leimroth

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INDEPENDENT SUSPENSION EXPLAINED

Get better performance and handling by understanding how your modern 4WD's suspension works

WORDS BY BRAD GREEN, PHOTOGRAPHY BY OVERLANDER 4WD

Independent suspension; it's the way of the future. And for good reason, too. Independent suspension offers excellent handling characteristics, and with the right mods, can perform as well as any with a trailer in tow.

Knowing what makes your suspension tick is the secret to maximising its performance, so before you get into the thick of any upgrades, it's worth understanding the basics of each setup so you can then make an educated decision and maximise the results.

There are two main types of independent springs; coil springs and torsion bars. Torsion bars are, as they sound, long straight bars made from spring steel and they're usually only used in the front of a vehicle.

Given their design, there's no such thing as a 'raised' torsion bar, however thicker, heavy duty bars are often available. Vehicles fitted with these springs can be wound up by cranking up the adjusting nut at the chassis end of the bar.

While some 4WDs are still fitted with torsion bars, most are now being released with coil springs all round. A coil spring works using the same twisting principles, only the spring steel rods are wound into a number of coils. Varying

how tightly the coils are wound and the thickness of the steel used changes the stiffness and load carrying ability of the spring.

The majority of independently sprung 4WDs, particularly late model vehicles, run a double wishbone suspension configuration.

This refers to the design of the controlling arms and means there is an upper and lower U-shaped arm (which look similar to wishbones) that locates each wheel.

A large number of modern coil sprung 4WDs also run what's referred to as 'coilover' suspension. Coil-overs are usually made up of a small diameter coil spring wrapped over a shock absorber. This setup is commonly referred to as a 'strut' assembly.

The 'Macpherson strut' system differs slightly to most standard coil-overs, in that it does away with conventional top control arm and uses the strut itself to locate the suspension. The strut incorporates a bearing assembly in the top mount to allow it to pivot when the steering wheel is turned.

This gives the steering system its pivot point, which is the main difference between struts and standalone coil-overs.

Constant velocity joints (CV joints) are



the most vulnerable component in the majority of IFS setups. The CV joint's job is to allow movement for both steering and suspension articulation. At full lock, or with the suspension maxed out, the CV joints is at its weakest and can bind up and shatter, often cracking in the thinner outer edges of the joint itself. The straighter you can keep your CV angles, the longer they'll last.

Bump stops are fitted to the controlling arms to limit the amount of up and down travel, and therefore the severity of angle the CVs are placed under. If you decide to raise your independent 4WD, the bump stops will often need to be relocated or extended to avoid over stressing any of the suspension and driveline components. It's much better to limit suspension travel by a couple of inches than have to replace CVs or bent shocks after hitting a pothole at speed.

Because we all have different needs, the only real way to get the most out of your 4WD's suspension is to speak to a suspension specialist who can tailor a package to suit you, your 4WD and your specific needs.

Get it right, and your tow rig will be able to tackle anything you point it at - get it wrong, and it could cost you dearly. ■



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WEIGHT AND YOUR 4WD

Overloading your 4WD is an all-too common occurrence, but do you truly know how it affects your 4WD?

WORDS BY JOHN EGGENHUIZEN, PHOTOS BY OVERLANDER 4WD



One of the largest considerations that relate to safely driving a 4WD on big trips is weight. Other than mechanical failure, nothing can adversely affect the driveability of your vehicle as much as overloading or distributing weight incorrectly can. Also, in addition to how weight can affect safety while driving, there's also wear and tear considerations to be made, as well as potential damage that can be caused by overloading.

HOW WEIGHT AFFECTS DRIVEABILITY

When it comes to corrugations, slightly lower pressures than normal off-road will help cushion the pounding a bit more, but you do need to be careful not to go too low or travel too fast so that the tyre overheats. A good starting point for a fully-loaded vehicle at touring speeds is about 28psi. The 4psi rule will help you get the right pressure for the load and speed you are travelling at.

CONTACT

Got a question you want to ask John? He's always keen to help! Email him at john@getabout.edu.au.

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HOW WEIGHT CAN CAUSE WEAR AND TEAR TO YOUR 4WD

Essentially, when you load up a 4WD, the additional weight if placed incorrectly can significantly alter your 4WD's centre-of-gravity, which in turn makes the vehicle less stable. For instance, placing weight up high such as on a roof rack means your 4WD will become more top-heavy, and will reduce the lateral angles (side to side) at which your 4WD can safely drive without rolling, and the speed at which you can safely corner. The best way to ensure that driveability isn't compromised is to make sure you store your weight as close to the vehicle's unladen centre-of-gravity as possible, which is generally low-down, for example in the rear cargo section of a wagon or the tray of a ute. There are plenty of aftermarket accessories that can help to ensure the weight you carry doesn't overly affect your vehicle's driveability. The perfect example is fuel storage. When you carry fuel in jerry cans, many people will load them onto a roof rack. In fact, I've seen as many as five full jerry cans loaded up on a roof, which is well in excess of 100kg, which I might also add is more weight than what the rack and vehicle's roof is rated to take. It doesn't take a rocket scientist to see how 100kg+ of weight that high up can affect handling. A much better option is to install a long-range or sub-fuel tank, which are installed under your 4WD. This keeps the weight and the centre-of-gravity low, meaning handling won't suffer.

PREPARE FOR IT

The second consideration to overloading your 4WD is how the extra weight affects components such as suspension, bushes and even the engine. The more weight you load, the more stress your suspension and bushes are placed under. Likewise, the heavier the vehicle, the harder the engine needs to work to maintain momentum. Poor weight distribution can also lead to inconsistent wear in components such as suspension, bushes and your tyres. For example, if you load the majority of your heavy gear on the driver's side of your 4WD, and all the lighter gear on the passenger side, then you're loading up the components down just one side. In this event, it's not uncommon to be able to actually see the vehicle leaning to one side. Simply put, more weight on the components of one side of the vehicle means that those components will wear faster than the ones carrying less weight.

Another thing to consider, is how overloading your roof rack can cause damage. Most 4WD's roofs are actually only rated to hold a total of 100kg (some have a bit more, while some have a considerable amount less – make sure you check this with your 4WD's manufacturer!), which includes the weight of the roof rack itself, which in the case of a steel roof cage can often weigh in excess of 20kg. That doesn't leave you with a whole heap of weight to carry up there in truth, and it's a surprisingly common occurrence for damage to be caused to a 4WD's roof by overloading, which can cost a small fortune to repair.

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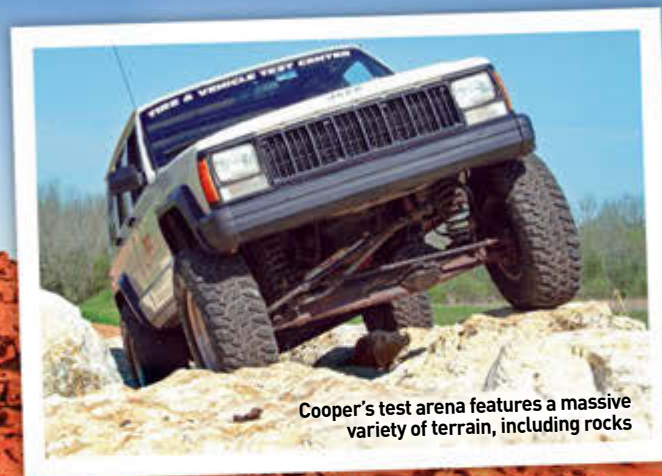
TESTED AND PROVEN

If there's one thing that means the difference between a tyre that lasts and a poor quality imitation, then it's research and development

WORDS BY JEFF NEWICK, PHOTOS BY COOPER TIRES



"NEW DESIGN UNDER TESTING"



Cooper's test arena features a massive variety of terrain, including rocks

There's no doubt that there are a lot of options out there when it comes to tyres for your 4WD these days. But how do you know that you can rely on the tyres you end up with? How can you be certain that the rubber that ends up on your 4WD is going to go the distance, and be reliable in remote touring and rugged terrain situations?

Cooper Tires invests a lot of time and money into product testing right here in Australia. In fact, Coopers regularly performs huge tests right across the country, from the Kimberley to the Simpson, and everything in between. We see that because of Australia's uniquely harsh conditions, it's the perfect proving ground to

develop tyres for off-road use, where as many manufacturers don't. Additionally, during the development of the ATR, ST, S/T_{MAXX} and STT Pro, Cooper Tires took on board Australian customer feedback. In fact, the S/T_{MAXX} wasn't originally planned to feature Armourtek - but it was the needs of Australian customers and their experience dealing with our harsh terrains that saw it's inclusion in the final product. All of this testing in Australia is in addition to everything that occurs in the US. Cooper's own Tall Timbers mould plant facility in the USA is one of the most modern and unique tyre-moulding plants in the United States. It's the result of Cooper Tires understanding that any quality tyre manufacturer needs to be able to respond swiftly to consumer needs, and such a facility means that Cooper Tires now has the flexibility to produce the largest range of patterns and sizes in 4WD tyres of any tyre manufacturer. In fact, many tyre manufacturers don't even have their own mould plant, instead relying on other facilities to do their development for them.

Real world testing is another element that is so very important in the development of a quality off-road tyre. A large reason why Cooper Tires are built to last and handle any situation is because of the extreme testing they are put through before going to production. In fact,

Cooper Tires is one of the few manufacturers to have its own purpose-built 1,000 acre 4WD test arena, located in San Antonio, Texas. It is the only commercially available site that offers year round on-track and off-road testing capabilities in one location, which means that Cooper Tires undergo unparalleled testing over just about any terrain imaginable.

The proof is in the pudding, really. During the testing phase of the development of the S/T_{MAXX}, Cooper completed more than 2-million kilometres of test track, road and laboratory testing to ensure that tyre was one that could be relied on 100%. That's comprehensive in anyone's book!

There's no doubt that a tried and tested tyre is a quality tyre. So next time you're looking at a new set of rubber for your 4WD, make sure you look into how much testing that tyre has undergone - you might be surprised!

Catch you on the tracks,

JEFF NEWICK
Cooper Tires

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Here are some of the latest and greatest products from the world of 4WDing. We're always on the lookout for new or exciting 4WD products to write about or review. If you have seen a new product and want us to know about it, contact us at products@overlander.com.au.

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TLI into place, or there is also a version to mount onto a jockey wheel. And with a 10-year warranty, you can tour with the confidence that your Tow Load Indicator was built to last.

This device is set at \$149 RRP. For more information on the Tow Load Indicator from Creative Transport Solutions, call Chris May on 0418 318 245 or Steve Parsons on 0450 342 229.



OUTDOOR CONNECTION BURLY LUMBAR CHAIR

Sitting around the campfire in your camp chair after a cracking day of 4WDing and solving the worlds' problems with your mates has got to be one of the best parts about heading bush. Outdoor Connection's new Burly Lumbar Chair is a king size version of their popular lumbar chair which they have had in their product range for over 10 years.

It has a 160kg weight limit thanks to the 22mm diameter steel pipe framing and double layered polyester fabric. This ripper of a chair even comes with adjustable lumbar support.

To find out more about the Burly Lumbar Chair then head to www.outdoorconnection.com.au or give them a call on (07) 3715 8400. The RRP is \$89.90.



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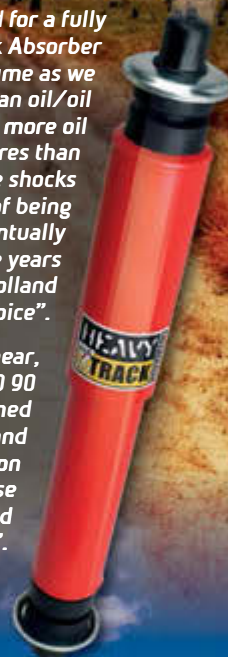
Mick Hutton from Beadell Tours talks about the KONI Heavy Track Raid 90 Series Shock Absorbers.



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BUYER'S GUIDE

MODEL	CCs	CYL.	TRANS	FUEL TANK	L/100KM	KW/Nm	TOWING	KERB WEIGHT	PAY-LOAD	NEW PRICE
FORD RANGER										
										
XL 2.2 C/CHAS	2198	DT4	6 M	80	8.1	110/375	750/3500	1762	1436	\$38,390
XL 2.2 CREW C/CHAS	2198	DT4	6 M	80	8.9	110/375	750/3500	1909	1291	\$42,890
XL 2.2 CREW C/CHAS	2198	DT4	6 A	80	9.2	110/375	750/3500	1909	1291	\$44,890
XL 2.2 CREW CAB UTE	2198	DT4	6 M	80	8.1	110/375	750/3500	2034	1166	\$43,890
XL 2.2 CREW CAB UTE	2198	DT4	6 A	80	9.4	110/375	750/3500	2034	1166	\$45,890
XL 3.2 C/CHAS	3198	DT5	6 M	80	8.9	147/470	750/3500	1795	1405	\$40,890
XL 3.2 C/CHAS	3198	DT5	6 A	80	9.2	147/470	750/3500	1795	1405	\$42,890
XL 3.2 SUPER C/CHAS	3198	DT5	6 M	80	8.9	147/470	750/3500	1870	1330	\$43,390
XL 3.2 SUPER CAB UTE	3198	DT5	6 M	80	8.9	147/470	750/3500	2018	1182	\$44,390
XL 3.2 DUAL CAB UTE	3198	DT5	6 M	80	8.9	147/470	750/3500	2068	1132	\$46,390
XL 3.2 DUAL CAB UTE	3198	DT5	6 A	80	9.2	147/470	750/3500	2068	1132	\$48,390
XL 3.2 SUPER CAB UTE	3198	DT5	6 M	80	8.9	147/470	750/3500	2095	1105	\$50,890
XL 3.2 SUPER CAB UTE	3198	DT5	6 A	80	9.2	147/470	750/3500	2095	1105	\$52,890
XL 3.2 DUAL CAB UTE	3198	DT5	6 M	80	9.4	147/470	750/3500	2159	1041	\$53,390
XL 3.2 DUAL CAB UTE	3198	DT5	6 A	80	9.2	147/470	750/3500	2159	1041	\$55,390
WILDTRACK 3.2 DUAL CAB UTE	3198	DT5	6 M	80	9.4	147/470	750/3500	2200	1000	\$57,390
WILDTRACK 3.2 DUAL CAB UTE	3198	DT5	6 A	80	9.6	147/470	750/3500	2200	1000	\$59,390

GREAT WALL V-SERIES

										
Great Wall's dual-cab V200 and V240 are available in dual cab or single-cab/chassis configuration. The V200 has the 2.0L turbo-diesel; the V240 has a 2.4L petrol.										
V240 C/CHAS	2378	4	5 M	70	10.7	100/200	750/1900	1507	1320	\$20,990
V240 DUAL CAB UTE	2378	4	5 M	70	10.7	100/200	750/2250	1780	1000	\$25,990
V200 C/CHAS	1996	DT4	6 M	70	8.3	105/310	700/1700	1707	1180	\$22,990
V200 DUAL CAB	1996	DT4	6 M	70	8.3	105/310	750/2000	1835	1000	\$27,990

GREAT WALL X-SERIES

										
Based on the V200/V240 platform, the X200 and X240 are the cheapest dual-range-equipped 4WD wagons on the market. The X-Series have the same engines as the V-Series. This is a well-equipped vehicle for the price.										
X240 4D WAGON	2378	4	5 M	-	10.4	100/200	-	1830	475	\$23,990
X200 4D WAGON	1996	DT4	6 M	70	8	105/310	700/1700	1890	660	\$26,990
X200 4D WAGON	1996	DT4	5 A	70	9.2	105/310	700/1700	1890	660	\$28,990

HOLDEN COLORADO

										
The 4WD Colorado is available in six variants, all powered by a 3.0L four-cylinder turbo-diesel that's a strong performer and offers a good balance of power/torque and economy. Recent upgrades have lifted towing capacity to 3000kg.										
DX C/CHAS	2776	DT4	5 M	76	8.1	132/440	750/3500	1793	1307	\$34,990
LX C/CHAS	2776	DT4	6 A	76	9.1	132/470	750/3500	1798	1302	\$37,990
LX SPACE C/CHAS	2776	DT4	6 A	76	8.1	132/470	750/3500	1907	1190	\$42,490
LX CREW CAB P/U/P	2776	DT4	5 M	76	7.9	132/440	750/3500	2019	1080	\$44,490
LX CREW C/CHAS	2776	DT4	6 A	76	9.1	132/470	750/3500	1910	1090	\$44,990
LX CREW CAB P/U/P	2776	DT4	6 A	76	9.1	132/470	750/3500	2019	1090	\$46,490
LT CREW CAB P/U/P	2776	DT4	5 M	76	7.9	132/440	750/3500	2007	1090	\$45,490
LT CREW CAB P/U/P	2776	DT4	6 A	76	9.1	132/470	750/3500	2007	1090	\$47,490
LTZ SPACE CAB P/U/P	2776	DT4	6 A	76	9.1	132/470	750/3500	2034	1066	\$49,490
LTZ CREW CAB P/U/P	2776	DT4	5 M	76	7.9	132/440	750/3500	2056	1040	\$49,990
LTZ CREW CAB P/U/P	2776	DT4	6 A	76	9.1	132/470	750/3500	2056	1040	\$51,990

ISUZU D-MAX

										
The new Isuzu D-MAX has a powerful and fuel-efficient 3.0-litre turbo-diesel and has more safety features as standard - including dual front, side and curtain airbags, Anti-lock Brake System and Electronic Brakeforce Distribution - than ever before. There's also Electronic Stability Control and Traction Control systems, plus Brake Assist. This is a great all-round package.										
EX C/CHAS	2999	DT4	5 M	76	8.3	130/380	750/3500	-	-	\$33,400
LS-M HI-RIDE CREW CAB	2999	DT4	5 M	76	8.3	130/380	750/3500	-	-	\$44,000
LS-M HI-RIDE CREW CAB	2999	DT4	5 A	76	8.1	130/380	750/3500	-	-	\$46,200
SX HI-RIDE CREW CAB	2999	DT4	5 M	76	8.3	130/380	750/3500	-	-	\$42,000
SX HI-RIDE CREW CAB	2999	DT4	5 A	76	8.1	130/380	750/3500	-	-	\$44,200
LS-TERRAIN HI-RIDE CREW	2999	DT4	5 M	76	8.3	130/380	750/3500	-	-	\$49,500
LS-TERRAIN HI-RIDE CREW	2999	DT4	4 A	76	8.1	130/380	750/3500	-	-	\$51,700
LS-U HI-RIDE SPACE CAB	2999	DT4	5 M	76	8.3	130/380	750/3500	-	-	\$43,700
LS-U HI-RIDE SPACE CAB	2999	DT4	5 A	76	8.1	130/380	750/3500	-	-	\$45,900
LS-U HI-RIDE CREW CAB	2999	DT4	5 M	76	8.3	130/380	750/3500	-	-	\$45,500
LS-U HI-RIDE CREW CAB	2999	DT4	5 A	76	8.1	130/380	750/3500	-	-	\$47,700
SX C/CHAS	2999	DT4	5 M	76	8.3	130/380	750/3500	-	-	\$36,490
SX C/CHAS	2999	DT4	5 A	76	8.1	130/380	750/3500	-	-	\$38,600
SX SPACE C/CHAS	2999	DT4	5 M	76	8.3	130/380	750/3500	-	-	\$39,100
SX SPACE C/CHAS	2999	DT4	5 A	76	8.1	130/380	750/3500	-	-	\$41,300
SX CREW C/CHAS	2999	DT4	5 M	76	8.3	130/380	750/3500	-	-	\$43,100
SX CREW C/CHAS	2999	DT4	5 A	76	8.1	130/380	750/3500	-	-	\$45,500

MODEL	CCs	CYL.	TRANS	FUEL TANK	L/100KM	KW/Nm	TOWING	KERB WEIGHT	PAY-LOAD	NEW PRICE
ISUZU MU-X										
										
The MU-X is Isuzu's first offer in the 4WD wagon market and follows on from the success of the D-MAX. With three models and two transmissions and a 3.0L turbo-diesel engine on offer, the MU-X is a surprisingly off-road capable, but family-friendly touring option.										
LS-M	2999	DT4	5 A	65	8.4	130/380	750/3000	2000	750	\$47,800
LS-M	2999	DT4	5 M	65	8.4	130/380	750/3000	2000	750	\$45,600
LS-T	2999	DT4	5 A	65	8.4	130/380	750/3000	2060	690	\$53,500
LS-U	2999	DT4	5 A	65	8.4	130/380	750/3000	2040	710	\$49,300
LS-U	2999	DT4	5 M	65	8.4	130/380	750/3000	2040	710	\$47,100

JEEP CHEROKEE

										
Four variants, three off-road systems and two engines mean there's a Cherokee for every purpose - even some pretty serious off-roading. The Jeep Cherokee has raised the bar when it comes to transmissions by equipping the entire model range with a first-in-segment nine-speed automatic as standard.										
LONGITUDE	3239	V6	9 A	60	10.0	200/316	470/2200	1795	-	\$39,000
LIMITED	3239	V6	9 A	60	10.0	200/316	450/2200	1806	-	\$44,000
TRAILHAWK	3239	V6	9 A	60	10.0	200/316	2450/2200	1936	-	\$47,500

JEEP GRAND CHEROKEE

										
New Grand Cherokee is a significant departure from previous models as it has a fully independent suspensions system. Available with a 3.0L turbo-diesel V6, 3.6L petrol V6 and 5.7L petrol V8. The SRT 8 has a monster 6.4L petrol V8 with a price tag to match.										
JET	3604	V6	5 A	93.5	11	210/347	750/2268	2191	760	\$46,500
LAREDO	2987	DTV6	5 A	93.5	8.3	177/550	750/2268	2191	760	\$50,000
LAREDO	3604	V6	5 A	93.5	11	210/347	750/2268	2191	760	\$45,000
LIMITED	2987	DTV6	5 A	93.5	8.3	177/550	750/2268	2191	760	\$60,000
LIMITED	3604	V6	5 A	93.5	11	210/347	750/2268	2191	760	\$55,000
LIMITED	5654	V8	5 A	93.5	14.1	259/520	750/3500	2191	760	\$60,000
OVERLAND	2987	DTV6	5 A	93.5	8.3	177/550	750/3500	2307	660	\$69,500
OVERLAND	3604	V6	5 A	93.5	11	210/347	750/2250	2280	660	\$65,000
OVERLAND	5654	V8	5 A	93.5	14.1	259/520	750/3500	2307	660	\$69,500
SRT 8	6424	V8	5 A	91	14.1	344/624	750/2268	2336	612	\$76,000
SRT 8 ALPINE	6424	V8	5 A	91	14.1	344/624	750/2268	2336	612	\$81,900
SRT 8 VAPOUR	6424	V8	5 A	91	14.1	344/624	750/2268	2336	612	\$81,900

JEEP WRANGLER 2 DOOR

										
The Wrangler was updated with the addition of a 3.6L V6 petrol producing 209kW. This is matched to a 6-speed manual or 5-speed auto. The 2.8L turbo-diesel is still available, with torque boosted to 460Nm. An off-road pack is available on petrol and diesel Sport models.										
SPORT S/TOPI	3604	V6	6 M	70	11.4	209/347	750/1600	1855	365	\$32,500
SPORT S/TOPI	3604	V6	5 A	70	11.6	209/347	750/1600	1855	365	\$34,500
SPORT S/TOPI	2776	DT4	5 A	66	8.6	147/460	750/1600	1975	-	\$39,500
SPORT S/TOPI	2776	DT4	6 M	66	8	147/460	750/1600	1975	-	\$38,500
RENEGADE SPORT H/TOP	3778	V6	6 M	70	10.4	146/315	750/1600	1855	-	\$35,000
RENEGADE SPORT H/TOP	3778	V6	5 A	70	11.6	146/315	750/1600	1855	-	\$37,000
RENEGADE SPORT H/TOP	2776	DT4	5 A	66	8.1	147/460	750/1600	1975	-	\$42,000
RENEGADE SPORT H/TOP	2776	DT4	6 M	66	8	147/460	750/1600	1975	-	\$41,000
RUBICON S/TOPI	3604	V6	6 M	70	11.4	209/347	750/1600	1885	365	\$43,000
RUBICON S/TOPI	3604	V6	5 A	70	11.6	209/347	750/1600	1885	365	\$45,000

MODEL	CCs	CYL.	TRANS	FUEL TANK	L/100KM	Kw/Nm	TOWING	KERB WEIGHT	PAY-LOAD	NEW PRICE
LAND ROVER DEFENDER										
	The Defender is very capable off-road, and surprisingly good on-road thanks to its frugal and adequately powerful turbo-diesel engine but it still feels and drives like a truck. Recently expanded range offers nine models on three different wheelbases. A 2.2L turbo-diesel joined the 2.4L in 2012.									
90	2179	DT4	6M	60	10	90/360	750/3500	1815	935	\$44,990
110 2D HARDTOP	2179	DT4	6M	75	11	90/360	750/3500	2014	1010	\$46,690
110 CREW CAB P/UP	2179	DT4	6M	75	11	90/360	750/3000	1940	1110	\$49,690
110 HCPU P/UP	2179	DT4	6M	75	11.1	90/360	750/3000	1660	1410	\$48,190
110 4D WAGON	2179	DT4	6M	75	11	90/360	750/3500	2014	1010	\$49,690
130 C/CHAS	2179	DT4	6M	75	11	90/360	750/3500	2120	1380	\$48,690
130 CREW C/CHAS	2179	DT4	6M	75	11	90/360	750/3500	2120	1380	\$52,690
130 HCPU CREW CAB P/UP	2179	DT4	6M	75	11	90/360	750/3500	2120	1380	\$54,190

MAHINDRA PIK-UP

	The Pik-Up is a relatively modern design that performs well and appears to be well built. The four-model Pik-Up range (ute or cab-chassis with single or double cabs) all have turbo-diesel power and part-time, dual-range 4WD. Lots of metal for your money. *Prices are drive-away.									
C/CHAS	2179	DT4	5M	80	9.1	85/270	750/2500	2090	1060	\$26,499
2D UTE	2179	DT4	5M	80	9.1	85/270	750/2500	2090	1060	\$27,499
DOUBLE C/CHAS	2179	DT4	5M	80	9.1	85/270	750/2500	2150	1000	\$29,999
DUAL CAB UTE	2179	DT4	5M	80	9.1	85/270	750/2500	2150	1000	\$30,499

MAZDA BT50

	The new BT-50 rattled the dual-cab cage with a powerful 3.2L turbo-diesel engine and car-like refinement. The exterior styling has divided the 4WD community but this Mazda's rugged off-road ability, 3.35 tonne towing capacity, and 8.9L/100km fuel consumption make it a worthy candidate for a great work and play ute. Styling aside, it's almost identical to the Ranger, only more affordable.									
XT C/CHAS	3196	DT5	6M	80	8.9	147/470	750/3500	1789	1411	\$36,810
XT FREESTYLE C/CHAS	3196	DT5	6M	80	8.9	147/470	750/3500	1857	1343	\$40,740
XT DUAL C/CHAS	3196	DT5	6M	80	8.9	147/470	750/3500	1929	1271	\$42,740
XT DUAL CAB UTE	3196	DT5	6M	80	8.9	147/470	750/3500	2044	1156	\$44,240
XT DUAL CAB UTE	3196	DT5	6A	80	9.2	147/470	750/3500	2044	1156	\$46,240
XTR FREESTYLE UTE	3196	DT5	6M	80	8.9	147/470	750/3500	2037	1163	\$46,890
XTR DUAL CAB UTE	3196	DT5	6M	80	8.9	147/470	750/3500	2086	1114	\$48,890
XTR DUAL CAB UTE	3196	DT5	6A	80	9.2	147/470	750/3500	2086	1114	\$50,890
GT DUAL CAB UTE	3196	DT5	6M	80	8.9	147/470	750/3500	2095	1105	\$51,140
GT DUAL CAB UTE	3196	DT5	6A	80	9.2	147/470	750/3500	2095	1105	\$53,140

MERCEDES-BENZ G

	The Mercedes Benz G-Class or G-Wagen remains stylistically similar to versions that rolled off the production line in 1979. Current-spec G-Wagen is available to Australians, with a 3.0-litre turbo-diesel V6 and a supercharged 5.4 litre petrol V8.									
350	2987	DTV6	7A	96	11.2	155/540	-	2458	700	\$161,180
55 AMG	5439	SV8	5A	96	15.9	373/700	-	2471	620	\$216,730

MITSUBISHI CHALLENGER

	New-gen Challenger is based on the MN model Triton but has a coil-sprung rear live-axle instead of a leaf-sprung rear axle. All models have the same 2.5L four-cylinder turbo-diesel but only the base model has a five-speed manual. Other models have the five-speed auto as offered in top-spec Triton. All models get Mitsubishi's Super Select 4WD system and electronic traction and stability control. A seven-seat option is available for the base LS. Towing capacity is 3000kg.									
CHALLENGER 30th ANNIV.	2477	DT4	5M	70	8.3	131/400	750/2500	2051	640	\$41,490
CHALLENGER 30th ANNIV.	2477	DT4	5A	70	9.8	131/350	750/2500	2051	640	\$43,990
CHALLENGER	2477	DT4	5M	70	8.3	131/400	750/2500	2019	691	\$41,490
CHALLENGER	2477	DT4	5A	70	9.8	131/400	750/2500	2029	681	\$43,990
LS (5 SEAT)	2477	DT4	5M	70	8.3	131/400	750/3000	2041	669	\$45,490
LS (5 SEAT)	2477	DT4	5A	70	9.8	131/350	750/3000	2051	659	\$47,990
LS (7 SEAT)	2477	DT4	5A	70	9.8	131/350	750/3000	2106	609	\$49,890
XLS (5 SEAT)	2477	DT4	5A	70	9.8	131/350	750/3000	2059	651	\$55,290
XLS (7 SEAT)	2477	DT4	5A	70	9.8	131/350	750/3000	2110	606	\$57,190

MODEL	CCs	CYL.	TRANS	FUEL TANK	L/100KM	Kw/Nm	TOWING	KERB WEIGHT	PAY-LOAD	NEW PRICE
MITSUBISHI PAJERO										
	The NW Pajero is still the only serious Japanese 4WD to use fully independent suspension and monocoque construction. It has class-leading on-road dynamics and excels in the bush. Excluding the Exceed 3.8L V6, petrol engines have been dropped from the range in favour of the updated 3.2L turbo-diesel: 147kW and 441Nm. A minor facelift and improved safety features are the only other main features of the new NW.									
EXCEED LWB	3200	DT4	5A	88	9	147/441	750/3000	2347	683	\$73,990
EXCEED LWB	3828	V6	5A	88	13.5	184/329	750/3000	2250	670	\$71,490
GLX-R LWB	3200	DT4	5A	88	9	147/441	750/3000	2314	716	\$58,990
GLX-R LWB	3200	DT4	5M	88	8.4	147/441	750/3000	2324	706	\$55,990
VR-X LWB	3200	DT4	5A	88	9	147/441	750/3000	2325	706	\$63,990
VR-X LWB	3200	DT4	5M	88	9	147/441	750/3000	2325	706	\$60,990
GLX LWB	3200	DT4	5A	88	9	147/441	750/3000	2273	750	\$53,990
GKX LWB	3200	DT4	5M	88	8.4	147/441	750/3000	2283	740	\$50,990

MITSUBISHI TRITON

	The Triton has a 2.5L turbo-diesel with more power and torque than the outgoing 3.2L diesel. While a five-speed manual is standard, a four-speed auto (+\$2000) is optional on GLX and GL-R double cabs; the GLX-R gets an optional (+\$3000) five-speed auto. The GLX-R also gets Super-Select 4WD; other models have part-time 4WD. Side airbags, and electronic traction and stability control are available.									
GLX C/CHAS	2477	DT4	5M	75	9.1	131/400	750/3000	1810	1120	\$33,990
GLX CLUB CAB UTE	2477	DT4	5M	75	8.1	131/400	750/2700	1873	1057	\$38,240
GLX DOUBLE CAB UTE	2477	DT4	5M	75	9.1	131/400	750/3000	1905	1025	\$40,990
GLX DOUBLE CAB UTE	2477	DT4	4A	75	9.9	131/350	750/3000	1905	1025	\$42,990
GL-R DOUBLE CAB UTE	2477	DT4	5M	75	9.1	131/400	750/3000	1920	1010	\$43,990
GL-R DOUBLE CAB UTE	2477	DT4	4A	75	9.9	131/350	750/3000	1920	1010	\$45,990
GLX-R DOUBLE CAB UTE	2477	DT4	5M	75	9.1	131/400	750/3000	1920	1010	\$45,740
GLX-R DOUBLE CAB UTE	2477	DT4	5A	75	9.9	131/350	750/3000	1920	1010	\$48,240

NISSAN PATHFINDER

	The R52 Pathfinder moves even further away from a genuinely capable 4WD than it's fully independent predecessor did. It's a clear step towards modernity in design, and offers a more car-like performance and amenity.									
ST (4x4)	3498	V6	CVT	73	10.2	190/325	750/2700	1985	730	\$44,490
ST-L (4x4)	3498	V6	CVT	73	9.9	190/325	750/2700	2025	690	\$54,490
Ti (4x4)	3498	V6	CVT	73	9.9	190/325	750/2700	2065	650	\$65,090

NISSAN PATROL Y61

	Despite facelifts and dropping all engines bar the 3.0L common-rail turbo-diesel the Nissan Patrol GU remains largely the same vehicle since 1997. The Patrol's chassis is as tough and durable as they come and formidable off road but the engine is not state of the art.									
ST COIL C/CHAS	2953	DT4	5M	175	12.5	118/380	750/3200	2009	1140	\$55,050
ST 4DR WAGON	2953	DT4	5M	125	10.9	118/380	750/3200	2450	580	\$57,390
ST 4DR WAGON	2953	DT4	4A	125	11.8	118/354	750/2500	2450	580	\$60,390
DX 4DR WAGON	2953	DT4	5M	125	10.9	118/380	750/3200	2360	670	\$53,890
DX 4DR WAGON	2953	DT4	4A	125	11.8	118/354	750/3200	2360	650	\$56,890

NISSAN PATROL Y62

	Launched in late 2012 the Y62 Patrol is the Nissan's latest generation 4WD. With independent suspension and a plethora of high-tech driving aids it performs well. However, the decision to only launch a petrol engine in Australia has hurt long-term sales. Fans eagerly await a hinted-at diesel variant.									
Ti 4DR WAGON	5552	V8	7A	140	14.5	298/560	750/3500	2800	700	\$92,850
Ti-L 4DR WAGON	5552	V8	7A	140	14.5	298/560	750/3500	2829	670	\$113,900
ST 4DR WAGON	5552	V8	7A	140	14.5	298/560	750/3500	2739	760	\$82,200



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BUYER'S GUIDE

MODEL	CCs	CYL.	TRANS	FUEL TANK	L/100KM	Kw/Nm	TOWING	KERB WEIGHT	PAY-LOAD	NEW PRICE
NISSAN NAVARA										
 Two generations of the Navara sell side-by-side. There's the D40 (at left) and the older D22 which was reintroduced in 2008. The D22 comes standard with a 2.5L turbo-diesel, while the D40 range receives an uprated 2.5L turbo-diesel, producing more power than the D22's. Even more impressive though is the 3.0L turbo-diesel V6: 170kW and a whopping 550Nm. All ST-X dual cabs have side and curtain airbags, as well as electronic traction and stability control.										
ST 25TH AN. D/CAB P/UP	2488	DT4	5A	80	10.5	140/450	750/3000	1985	-	\$44,138
ST 25TH AN. D/CAB P/UP	2488	DT4	6M	80	9.8	140/450	750/3000	1985	-	\$41,888
DX C/CHAS	2488	DT4	5M	75	9.1	98/304	750/2800	1723	-	\$32,835
RX DUAL CAB P/UP	2488	DT4	5A	80	10.5	128/403	750/3000	1930	-	\$43,850
RX DUAL CAB P/UP	2488	DT4	6M	80	9.8	128/403	750/3000	1930	-	\$41,600
RX KING C/CHAS	2488	DT4	5A	80	10.5	126/406	750/3000	1751	1110	\$42,450
RX KING C/CHAS	2488	DT4	6M	80	9.8	126/403	750/3000	1751	1110	\$40,200
RX C/CHAS	2488	DT4	6M	80	9.3	106/356	750/3000	1630	1230	\$35,060
RX DUAL C/CHAS	2488	DT4	5A	80	10.5	128/403	750/3000	1930	-	\$42,150
RX DUAL C/CHAS	2488	DT4	6M	80	9.8	128/403	750/3000	1930	-	\$39,900
ST DUAL CAB P/UP	2488	DT4	5A	80	10.5	140/450	750/3000	1985	-	\$49,550
ST DUAL CAB P/UP	2488	DT4	6M	80	9.8	140/450	750/3000	1985	-	\$47,300
ST-X 550 DUAL CAB	2991	DTV6	7A	80	9.5	170/550	750/3000	1920	910	\$63,390
ST-R SPECIAL ED.D/CAB	2488	DT4	5M	75	9.2	98/304	750/2800	1823	-	\$33,990
ST-X KING C/CHAS	2488	DT4	5A	80	10.5	126/403	750/3000	1769	1090	\$45,460
ST-X KING C/CHAS	2488	DT4	6M	80	9.8	126/403	750/3000	1769	1090	\$43,210
ST-X KING CAB P/UP	2488	DT4	5A	80	10.5	126/403	750/3000	1921	940	\$47,160
ST-X KING CAB P/UP	2488	DT4	6M	80	9.8	126/403	750/3000	1921	940	\$44,910
ST-X DUAL CAB P/UP	2991	DTV6	7A	80	9.5	170/550	750/3000	1985	820	\$57,290

RANGE ROVER SPORT



Based on the Discovery 4, the Range Rover Sport is available with several engine options including the 3.0L turbo-diesel V6, as well as a 5.0L petrol V8, with a supercharged variant. Offering unparalleled road handling, as well as being very capable off-road thanks to Land Rover's Terrain Response System, the Sport offers the best of both worlds in one package.

3.0 SDV6	2993	DTV6	6A	90	9.2	180/600	750/3500	2535	640	\$100,900
3.0 SDV6 LUXURY	2993	DTV6	6A	90	11.1	180/600	750/3500	2656	519	\$113,900
3.0 SDV6 AUTOBIOGRAPHY	2993	DTV6	6A	90	11.1	180/600	750/3500	2656	519	\$128,900
5.0 V8 LUXURY	5000	V8	6A	90	13.9	276/510	750/3500	2489	581	\$139,900
5.0 V8 SUPERCHARGED	5000	SV8	6A	90	14.9	375/625	750/3500	2590	535	\$161,400
5.0 V8 SC AUTOBIOGRAPHY	5000	SV8	6A	90	14.9	375/625	750/3500	2590	535	\$175,900

RANGE ROVER VOGUE



The Range Rover Vogue has the new 4.4-litre twin-turbo V8 diesel that claims 230kW but, more impressively, a massive 700Nm on tap from as low as 1500rpm and doesn't abate until 3000rpm. This new engine is mated to the same eight-speed ZF gearbox as in the 2010 update of the BMW X5. The two petrol V8s, one with a supercharger, are carried over unchanged and are still mated to the 6-speed ZF box.

5.0 V8	5000	V8	6A	105	14	276/510	750/3500	2615	490	\$158,100
TdV8	4367	DTV8	8A	105	9.4	230/700	750/3500	2710	490	\$160,500
5.0 V8 SILVER	5000	V8	6A	105	14	276/510	750/3500	2615	490	\$161,400
5.0 V8 BLACK	5000	V8	6A	105	14	276/510	750/3500	2615	490	\$163,300
TdV8 SILVER	4367	DTV8	8A	105	9.4	230/700	750/3500	2710	490	\$163,800
TdV8 BLACK	4367	DTV8	8A	105	9.4	230/700	750/3500	2710	490	\$165,700
LUXURY TDV8	4367	DTV8	8A	105	9.4	230/700	750/3500	2710	490	\$184,200
LUXURY V8 SC	5000	SV8	6A	105	14.9	375/625	750/3500	2710	490	\$202,100
AUTOBIOGRAPHY TDV8	4367	DTV8	8A	105	9.4	230/700	750/3500	2710	490	\$214,300
AUTOBIOGRAPHY SC 5.0 V8	5000	SV8	6A	105	14.9	375/625	750/3500	2710	433	\$231,800
ULTIMATE SC 5.0	5000	SV8	6A SEQ	105	14.9	375/625	750/3500	2710	433	\$318,000
ULTIMATE TDV8	4367	DTV8	8A	105	9.4	230/700	750/3500	2710	490	\$300,000

SSANGYONG ACTYON



Actyon comes as a five-door SUV and a dual-cab ute. Both are built on a separate chassis and feature dual-range gearing, all of which sets the Actyon apart from the crowd. There are also 2WD versions of the ute in Tradie and Sports spec. Base-spec Tradie ute is a cost-effective alternative to mainstream Japanese utes. Optional auto (six-speed on ute, four-speed on SUV) adds \$3000.

A200 XDI	1998	DT4	5M	75	7.8	104/310	750/2300	1903	620	\$26,990
A200 XDI	1998	DT4	4A	75	8.5	104/310	750/2300	1903	620	\$29,990
A200 SPR XDI	1998	DT4	4A	75	8.5	104/310	750/2300	1903	620	\$34,990
SPORTS TRADIE DOUBLE CAB UTE	1998	DT4	M	75	7.4	104/310	750/2300	1912	830	\$28,282
SPORTS TRADIE DOUBLE CAB UTE	1998	DT4	6A	75	7.9	104/310	750/2300	1912	830	\$30,782
SPORTS DOUBLE CAB UTE	1998	DT4	6M	75	7.4	104/310	750/2300	1912	830	\$32,282
SPORTS DOUBLE CAB UTE	1998	DT4	6A	75	7.9	104/310	750/2300	1912	830	\$34,872
SPORTS SPR DOUBLE CAB UTE	1998	DT4	6A	75	7.9	104/310	750/2300	1963	830	\$37,742

SUZUKI JIMNY



The Jimny is the latest in the long line of Suzuki's Tonka-tough midgets and combines live-axle coil-spring suspension, separate chassis and dual-range gearing to offer solid off-road ability. Small size and tiny turning circle make it great in town, but a harsh ride, small 1.3L engine and low gearing make highway work tiresome. But it's very handy off road and a great first off-roader.

SIERRA 2D	1328	4	5M	60	7.3	60/110	350/1300	1045	375	\$20,490
SIERRA 2D	1328	4	4A	60	7.8	60/110	350/1300	1050	370	\$22,490

MODEL	CCs	CYL.	TRANS	FUEL TANK	L/100KM	Kw/Nm	TOWING	KERB WEIGHT	PAY-LOAD	NEW PRICE
SUZUKI GRAND VITARA										
 The Grand Vitara is available in three- and five-door variants with three different engines, new four and six-cylinder petrols and a four-cylinder turbo-diesel. The new petrols are a welcome addition as the original ones were sub-standard. The five-door model comes with the choice of all three engines; the manual-only diesel is the pick of the bunch. All Grand Vitara models have traction and stability control as standard. This is the class standard-setter.										
2D	2393	4	5M	55	8.8	122/225	550/1600	1459	410	\$24,990
2D	2393	4	4A	55	9.6	122/225	550/1600	1459	410	\$26,990
4D	2393	4	5M	66	8.9	122/225	750/1850	1567	530	\$28,990
4D	2393	4	4A	66	9.9	122/225	750/1850	1567	530	\$30,990
4D	1870	DT4	5M	66	6.8	95/300	750/2000	1630	540	\$35,990
SPORTS 4D	2393	4	5M	66	8.9	122/225	750/1850	1567	530	\$31,490
SPORTS 4D	2393	4	4A	66	9.9	122/225	750/1850	1567	530	\$33,490
PRESTIGE 4D	2393	4	4A	66	9.9	122/225	750/1850	1567	530	\$38,990

TOYOTA FJ CRUISER



Australia received the FJ Cruiser five years later than the US, but since its launch it has proved a brilliant performer off-road. The 200kW 4.0L petrol V6 and low kerb-weight (2000kg) gives it a great power-to-weight ratio, while the factory rear diff-lock and driver aids help maintain progress in the rough. The lack of a diesel variant or manual box will disappoint some, and the retro styling has polarised 4WDers.

FJ CRUISER	3956	V6	5A	159	11.4	200/380	750/2250	1955	555	\$46,490
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TOYOTA LANDCRUISER PRADO



The new Prado 150 Series is slightly bigger, heavier and more aerodynamic than the 120 Series but carries over the D-4D diesel engine and five-speed auto and six-speed manual gearboxes, largely unchanged. The petrol V6 does get a power boost over the 120 thanks to variable timing on the inlet and exhaust cams. All five-door models now seat seven. Two three-door models (auto diesel only) offer a 3000kg tow rating as against the five-doors' 2500kg rating. Auto gearbox on lower-spec models adds \$2500.

SX 2D WAGON	2982	DT4	5A SEQ	87	8.3	127/410	750/3000	2095	505	\$56,090
ZR 2D WAGON	2982	DT4	5A SEQ	87	8.3	127/410	750/3000	2145	455	\$67,490
ALTITUDE	3956	V6	5A SEQ	150	11.5	202/381	750/2500	2250	650	\$68,490
ALTITUDE	2982	DT4	5A SEQ	150	8.5	127/410	750/2500	2330	660	\$69,490
GXL	3956	V6	6M	150	13	202/381	750/2500	2250	650	\$60,490
GXL	3956	V6	5A SEQ	150	11.5	202/381	750/2500	2250	650	\$62,990
GXL	2982	FT4	6M	150	8.8	127/410	750/2500	2330	660	\$61,490
GXL	2982	DT4	5A SEQ	150	8.5	127/410	750/2500	2330	660	\$63,990
KAKADU	3956	V6	5A SEQ	150	11.5	202/381	750/2500	2355	545	\$90,490
KAKADU	2982	DT4	5A SEQ	150	8.5	127/410	750/2500	2435	555	\$91,490
VX	3956	V6	5A SEQ	150	11.5	202/381	750/2500	2345	555	\$76,990
VX	2982	DT4	5A SEQ	150	8.5	127/410	750/2500	2425	565	\$77,990
GX	2982	DTE	6M	150	8.8	127/410	750/2500	2210	780	\$55,990
GX	2982	DT4	5A SEQ	150	8.5	127/410	750/2500	2210	780	\$58,254

TOYOTA LANDCRUISER 200 SERIES



The 200 Series arrived late in 2007 with an updated 4.7L petrol V8 and an all-new twin-turbo diesel V8, in three spec levels but only as an auto. The D-4D V8 is a great engine but attracts a \$10K premium over the petrol. All models are better equipped than 100 Series with KDSS suspension standard on all but D-4D GXL. The 200 is bigger than the 100 and accommodates up to eight in comfort. The 200 is also safer with up to 10 airbags depending on spec. Being safer, more powerful and better equipped than its predecessors, the 200 is also more costly. More affordable GX standard spec has vinyl floors, barn doors and a factory snorkel. The GXL Altitude was our 2011 4WD Of The Year winner.

GX	4461	DTV8	6A	138	10.3	195/650	750/3500	2635	715	\$77,490
GXL	4608	V8	6A	138	13.6	228/439	750/3500	2635	665	\$83,490
GXL	4461	DTV8	6A	138	10.3	195/650	750/3500	2700	600	\$88,490
ALTITUDE	4664	V8	5A	138	14.5	202/410	750/3500	2635	665	\$90,490
VX	4608	V8	6A	138	13.6	228/439	750/3500	2665	645	\$84,490
VX	4461	DTV8	6A	93	10.3	195/650	750/3500	2720	580	\$99,490
SAHARA	4608	V8	6A	138	13.6	228/439	750/3500	2665	645	\$113,490
SAHARA	4461	DTV8	6A	93	10.3	195/650	750/3500	2720	580	\$118,490

TOYOTA LANDCRUISER 76 SERIES



Some people call it a four-door Troopie, but Toyota's 76 Series wagon uses the body of what was essentially the original 1985 Prado that was never imported into Australia. Powered by Toyota's new gen (at the time) V8 turbo-diesel, the 76 originally filled a gap in Toyota's model range left by the lack of a Standard model 200 Series. Although aimed at the commercial market, the 76 is a great enthusiast's vehicle. The recent upgrade to driver and passenger airbags is a welcome move.

WORKMATE 4D WAGON	4461	DTV8	5M	130	11.9	151/430	750/3500	2220	780	\$59,990
GXL 4DR WAGON	4461	DTV8	5M	130	11.9	151/430	750/3500	2230	770	\$64,290


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MODEL	CCs	CYL.	TRANS	FUEL TANK	L/100KM	Kw/Nm	TOWING	KERB WEIGHT	PAY-LOAD	NEW PRICE
TOYOTA LANDCRUISER 78 SERIES										
	Like the 79 Series cab-chassis models and the updated 76 Series wagon, the 78 Series Troop Carrier is powered by Toyota's 4.5L V8 turbo-diesel. With 430Nm available from just 1200rpm it makes the gearbox almost redundant. Basic Workmate model comes with three or 11 seats, while GXL has five seats. Factory diff locks make the 78 virtually unstoppable. A great bush tourer, now even better with driver and passenger airbags.									
WORKMATE 3 SEAT TROOPCARRIER	4461	DTV8	5 M	180	11.9	151/430	750/3500	2320	980	\$65,790
WORKMATE 11 SEAT TROOPCARRIER	4461	DTV8	5 M	180	11.9	151/430	750/3500	2320	980	\$66,890
GXL TROOPCARRIER	4461	DTV8	5 M	180	11.9	151/430	750/3500	2335	965	\$67,990

TOYOTA LANDCRUISER 79 SERIES										
	The 'working' LandCruiser has new-gen V8 turbo-diesel power, which will cop service in many Toyotas for years to come; the state of tune will vary within the model range. Recent upgrade has brought a new dashboard with driver and passenger airbags, as well as reach- and height-adjustment on the steering wheel. Optional front and rear diff locks are a great bonus off road.									
WORKMATE C/CHAS	4461	DTV8	5 M	180	11.5	151/430	750/3500	2045	1250	\$58,790
GX C/CHAS	4461	DTV8	5 M	180	11.5	151/430	750/3500	2050	1250	\$60,790
GXL C/CHAS	4461	DTV8	5 M	180	11.5	151/430	750/3500	2065	1235	\$62,790

TOYOTA LANDCRUISER DOUBLE CAB										
	The LC70 Double Cab has the same 4.5L V8 turbo-diesel as in the entire 70 series line-up. With an updated interior, ABS, dual front SRS airbags and 4 wheel discs brakes, in GXL guise it has been a hit in the mining community plus with many off-road enthusiasts. With optional front and rear diff locks, it is be a solid performer in the bush, however, air-con is still only an option.									
WORKMATE DOUBLE C/CHAS	4461	DTV8	5 M	130	11.9	151/430	750/3500	2205	1100	\$63,990
GXL DOUBLE C/CHAS	4461	DTV8	5 M	130	11.9	151/430	750/3500	2205	1100	\$67,990

MODEL	CCs	CYL.	TRANS	FUEL TANK	L/100KM	Kw/Nm	TOWING	KERB WEIGHT	PAY-LOAD	NEW PRICE
TOYOTA HILUX										
	With so many 4WD variants on offer it's no wonder that the Hilux is its segment leader and Australia's best-selling 4WD. There are two engines, a 4.0-litre petrol and a 3.0-litre turbo-diesel, three body styles, single cab, extra cab and double cab, two spec levels, and manual and auto gearboxes. The recent update has given the Hilux a redesigned front, improved audio systems and an increased 2.5 tonne towing capacity.									
WORKMATE C/CHAS	2982	DT4	5M	75	8.2	126/343	750/2250	1675	1160	\$31,990
WORKMATE C/CHAS	2982	DT4	4A	75	9.3	126/343	750/2250	1675	1160	\$33,990
WORKMATE DUAL CAB P/UP	2982	DT4	5M	75	8.3	126/343	750/2500	1845	935	\$38,990
WORKMATE DUAL CAB P/UP	2982	DT4	4A	75	9.3	126/343	750/2500	1845	935	\$40,990
SR C/CHAS	2982	DT4	5M	76	8.2	126/343	750/2500	1620	1215	\$34,990
SR C/CHAS	2982	DT4	4A	76	9.3	126/343	750/2500	1620	1215	\$37,490
SR X CAB P/UP	2982	DT4	5M	76	8.2	126/343	750/2500	1770	940	\$38,490
SR X CAB P/UP	2982	DT4	5M	75	8.3	126/343	750/2500	1810	900	\$39,990
SR DUAL C/CHAS	2982	DT4	5M	76	8.3	126/343	750/2500	1825	955	\$40,490
SR DUAL CAB P/UP	3956	V6	5M	76	13.1	175/376	750/2500	1765	1045	\$41,990
SR DUAL CAB P/UP	3956	V6	5A	76	13	175/376	750/2500	1765	1045	\$44,490
SR DUAL CAB P/UP	2982	DT4	5M	76	8.3	126/343	750/2500	1815	965	\$41,990
SR DUAL CAB P/UP	2982	DT4	4A	76	9.3	126/343	750/2500	1815	965	\$44,490
SR5 X CAB P/UP	2982	DT4	5M	76	8.3	126/343	750/2500	1830	880	\$46,990
SR5 DUAL CAB P/UP	3956	V6	5M	76	13.1	175/376	750/2500	1770	1040	\$50,990
SR5 DUAL CAB P/UP	3956	V6	5A	76	13	175/376	750/2500	1770	1040	\$53,490
SR5 DUAL CAB P/UP	2982	DT4	5M	76	8.3	126/343	750/2500	1865	915	\$50,990
SR5 DUAL CAB P/UP	2982	DT4	4A	76	9.3	126/343	750/2500	1865	915	\$53,490

VOLKSWAGEN AMAROK										
	European style and build quality from the Volkswagen Amarok brings a refreshing change to the Australian dual-cab market. The 2.0L turbo-diesel produces 120kW and 400Nm, incredible for an engine of its size. The Amarok proved its off-road ability as a main support vehicle in the 2010 Dakar Rally, and with a competitive pricepoint, you'll struggle to find a dual cab that offers such good value.									
TDI400 C/CHAS	1968	DT4	6M	80	7.8	120/400	750/3000	1865	1175	\$35,490
TDI400 UTILITY	1968	DT4	6M	80	7.8	120/400	750/3000	1865	1175	\$36,990
TDI400 DUAL CAB	1968	DT4	6M	80	7.9	120/400	750/3000	1978	1062	\$42,990
TDI400 DUAL C/CHAS	1968	DT4	6M	80	7.9	120/400	750/3000	1978	1062	\$41,490
TDI420 HIGHLINE D/CAB	1968	DT4	8A	80	8.3	132/420	750/3000	2080	960	\$53,990
TDI400 HIGHLINE D/CAB	1968	DT4	6M	80	7.9	120/400	750/3000	2073	960	\$50,990
TDI420 DUAL CAB	1968	DT4	8A	80	8.3	132/420	750/3000	1985	1055	\$45,990
TDI420 DUAL C/CHAS	1968	DT4	8A	80	8.3	132/420	750/3000	1985	1055	\$44,490
TDI400 TRENDLINE D/CAB	1968	DT4	6M	80	7.9	120/400	750/3000	2018	1022	\$45,990
TDI400 TRENDLINE DUAL C/CHAS	1968	DT4	6M	80	7.9	120/400	750/3000	2018	1022	\$44,490
TDI420 TRENDLINE D/CAB	1968	DT4	8A	80	8.3	132/420	750/3000	2026	1014	\$48,990
TDI420 TRENDLINE DUAL C/CHAS	1968	DT4	8A	80	8.3	132/420	750/3000	2026	1014	\$47,490
TDI420 ULTIMATE D/CAB	1968	DT4	8A	80	8.3	132/420	750/3000	2094	946	\$61,490
TDI400 ULTIMATE D/CAB	1968	DT4	6M	80	7.9	120/400	750/3000	2087	953	\$58,490
TDI400 ULTIMATE (PERM) D/CAB	1968	DT4	6M	80	7.9	120/400	750/3000	2087	953	\$58,490

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